



# DRCOG FY2022-2025 Transportation Improvement Program (TIP) Regional Share Air Quality/Multimodal (AQ/MM) Application Programming Federal Fiscal Years 2023-2025

## APPLICATION OVERVIEW

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**What:** The Regional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

**Funding Available:** \$43 million (estimated as of the open date)

**Applications:** Air Quality & Multimodal (AQ/MM) application; each Subregional Forum may submit up to three applications from eligible project sponsors. Both CDOT and RTD may submit up to two applications each

**Major Project Eligibility Exceptions:** Roadway capacity, roadway reconstruction, bridge, interchange projects

**Call Opens:** January 24, 2022

**Call Closes:** March 18, 2022, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
  - a. this application
  - b. one location map/graphic
  - c. cost estimate (your own or the CDOT [cost estimate form](#))
  - d. CDOT/RTD concurrence response (if applicable )
  - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
  - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than February 25, 2022

### **Other Notable items:**

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#)). Please click on one of the links to register
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than February 4, 2022, with CDOT/RTD providing a response no later than March 4, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, [joann.mattson@state.co.us](mailto:joann.mattson@state.co.us); CDOT Region 4 – Josie Hadley, [josie.hadley@state.co.us](mailto:josie.hadley@state.co.us); RTD – Chris Quinn, [chris.quinn@rtd-denver.com](mailto:chris.quinn@rtd-denver.com)
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than February 25, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and provide an initial score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a recommended funding list within the funding available. The panel’s recommendation will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

The AQ/MM Regional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

## Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Regional Impact of Proposed Projects ..... 30%**

Projects will be evaluated on the degree to which they address a significant regional problem or benefit people throughout the Denver region. Relevant quantitative data should be included within narrative responses.

|   |   |
|---|---|
| 5 | The project benefits will <b>substantially</b> address a <b>major</b> regional problem and benefit people and businesses in multiple subregions.                      |
| 4 | The project benefits will <b>significantly</b> address a <b>major</b> regional problem primarily benefiting people and businesses in one subregion.                   |
| 3 | The project benefits will either <b>moderately</b> address a <b>major</b> regional problem or <b>significantly</b> address a <b>moderate</b> -level regional problem. |
| 2 | The project benefits will <b>moderately</b> address a <b>moderate</b> -level regional problem.  |
| 1 | The project benefits will address a <b>minor</b> regional problem.  |
| 0 | The project does not address a regional problem.  |

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

|   |   |
|---|---|
| 5 | The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area. |
| 4 | The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.  |
| 3 | The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area. |
| 2 | The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.   |
| 1 | The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.   |
| 0 | The project does not provide demonstrable benefits in the 2050 MVRTP priority area.   |

**Section C. Project Leveraging (“overmatch”) ..... 10%**  
 Scores are assigned based on the percent of other funding sources (non-Regional Share funds).

| Score | % non-Regional Share funds |
|-------|----------------------------|
| 5     | 60% and above              |
| 4     | 50-59.9%                   |
| 3     | 40-49.9%                   |
| 2     | 20-39.9%                   |
| 1     | 10.1-19.9%                 |
| 0     | 10%                        |

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

|   |   |
|---|---|
| 5 | <b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.     |
| 4 | <b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated. |
| 3 | <b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.       |
| 2 | <b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.         |
| 1 | <b>Few</b> mitigation or readiness activities have been demonstrated.   |
| 0 | <b>No</b> mitigation or readiness activities have been demonstrated.  |

# Project Information

|   |              |   |  |  |  |
|---|--------------|---|--|--|--|
| 1. Project Title  |              | <b>CO 7 Priority 1A Preconstruction</b>   |  |  |  |
| 2. Project Location<br><i>Provide a map, as appropriate (see Page 1)</i>  |              | Start point:<br>East Arapahoe (CO 7) 28 <sup>th</sup> St to Foothills Parkway,<br>US 287 / CO 7 at Arapahoe to Lucerne,<br>intersections of CO 7 at Lowell Blvd., Sheridan Parkway, Holly Street and<br>Quebec Street<br><br>End point: vary<br><br>OR Geographic Area:<br>CO 7 In Boulder, Broomfield and Adams County |  |  |  |
| 3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>   |              | City & County of Broomfield   |  |  |  |
| 4. Project Contact Person:  |              |   |  |  |  |
| Name  | Sarah Grant  | Title   | Transportation Manager   |  |  |
| Phone   | 303-438-6385 | Email   | SGrant@broomfield.org  |  |  |
| 5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?   |              |   | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br><i>If yes, provide applicable concurrence documentation</i>   |  |  |
| 6. What planning document(s) identifies this project?<br><br><i>Provide link to document/s and referenced page number if possible, or provide documentation in the supplement</i> |              | <input checked="" type="checkbox"/> <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a><br>Provide MVRTP staging period, if applicable capital project: Preconstruction   |  |  |  |
|   |              | <input checked="" type="checkbox"/> Local/Regional plan:  | Planning Document Title:<br>2020 Boulder County Transportation Master Plan,<br>2016 Broomfield Transportation Plan,<br>2021 City of Thornton Transportation Plan,<br>2014 RTD Northwest Area Mobility Study,<br>2014 CDOT US 287 to US 85 PEL,<br>2018 75 <sup>th</sup> Street to US 287 PEL,<br>2018 CO 7 BRT Feasibility Study,<br>2018 City of Boulder East Arapahoe Transportation Plan,<br>2019 CO 7 Station Area Design Plan,<br>2021 CDOT CO 7 Corridor Development Plan<br><br>Adopting agency (local agency Council, CDOT, RTD, etc.): varied see above<br><br>Provide date of adoption by council/board/commission, if applicable: vary see above dates for completion or adoption |  |  |
|   |              | Please describe public review/engagement to date:   |  | Public engagement occurred with the developmenof the Boulder County Transportation Master Plan, City & County of Broomfield Transportation Plan, City of Thornton Transportation Plan and the City of Boulder East Araphoe Transportation Plan, CDOT CO 7 PELs |  |
|   |              | Other pertinent details:  |  | [Redacted]   |  |

**7. Identify the project's key phases and the anticipated schedule of phase milestones.**  
 (phases and dates should correspond with the Funding Breakdown table below)

| Phases to be included:                                    | Major phase milestones:  | Anticipated completion date<br>(based on 9/21/2022 DRCOG approval date):<br>(MM/YYYY) |
|---|--|---|
| <u>FOR ALL PHASES</u>                                     | Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months) | 07/2023   |
| <input checked="" type="checkbox"/> Design                | Design contract Notice to Proceed (NTP) issued (if using a consultant):                    | 07/2024   |
|   | Design scoping meeting held with CDOT (if no consultant):                                  | 07/2024   |
| <input checked="" type="checkbox"/> Environmental         | Environmental contract Notice to Proceed (NTP) issued (if using a consultant):             | 07/2024   |
|   | Design scoping meeting held with CDOT (if no consultant):                                  | 07/2024   |
| <input type="checkbox"/> Right-of-Way                     | Initial set of ROW plans submitted to CDOT:  |   |
|   | ROW acquisition completed:<br>Estimated number of parcels to acquire:                      |   |
| <input type="checkbox"/> Construction                     | FIR (Field Inspection Review):   |   |
|   | FOR (Final Office Review):   |   |
|   | Required clearances:   |   |
|   | Project publicly advertised:   |   |
| <input type="checkbox"/> Study                            | Kick-off meeting held after consultant NTP (or internal if no consultant):                 |   |
| <input type="checkbox"/> Bus Service                      | Service begins:  |   |
| <input type="checkbox"/> Equipment Purchase (Procurement) | RFP/RFQ/RFB (bids) issued:   |   |
| <input type="checkbox"/> Other:                           | First invoice submitted to CDOT/RTD:   |   |

**8. Problem Statement: What specific regional problem/issue will the transportation project address?**

The proposed project aims to address multimodal operational deficiencies, improve multimodal safety and increase multimodal capacity at priority locations and intersections along the CO 7 corridor.

This project is a packaged bundle of individual projects along the CO 7 corridor that have been identified by CDOT and community stakeholders as the most critical to advance to improve multimodal safety, operations, efficiency, and connectivity of CO 7 as part of the DRCOG regional transportation network.

**9. Identify the project's key elements. A single project may have multiple project elements.**

**Roadway**

Operational Improvements

**Grade Separation**

Roadway

Railway

Bicycle

Pedestrian

**Regional Transit<sup>1</sup>**

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

Bicycle Facility

Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

Complete Streets Improvements

**Study**

**Other**, briefly describe:

<sup>1</sup>For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

**10. Define the scope and specific elements of the project (including any elements checked in #9 above).**

*DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

The Project will advance six of the top Priority 1 projects along CO 7 as identified in the 2021 CO 7 Corridor Development Plan to complete the design to prepare for the construction phase including East Arapahoe Ave. (CO 7) 28th Street to Foothill Parkway and the intersections of CO 7 at Lowell Boulevard, Sheridan Parkway, Holly Street & Quebec Street.

Intersections and segments identified will include multimodal improvements not only to improve vehicular and freight safety/operations, but also improve transit reliability and improve transit access, develop station areas and active transportation safety and access to stations as appropriate and identified in previous plans and studies. Intersections will be designed to ultimate multimodal capacity.

The Project will also complete the ultimate multimodal design at the intersection of US 287/ CO 7 at Arapahoe and south along US 287 to Lucerne and develop the Superstation that will support transfers of regional and local transit. The US 287 / CO 7 Superstation concept proposes a grade separation of an underpass at this time and will be explored further during the design.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

Currently, the segment of 28th St to 64<sup>th</sup> St (includes the segment of 28th to Foothills Parkway) and the intersections of Lowell, Sheridan, Holly, and Quebec are advancing to 15% design by the to end of 2023. The funds would enable the design to be completed and prepared for construction including a possible phased approach to the ultimate build-outs.

The US 287/ CO 7 Superstop has been vetted conceptually in the CO 7 Station Area Design Plan, further discussed with stakeholders in the US 287 BRT Feasibility Study, and has been undergoing conversations and refinement with CDOT, local stakeholders, and land development community. Funding will allow the concept project advance into the design and ready for construction including a possible phased approach to the ultimate build-out.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes  No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request:

Regional DRCOG Regional Share Grant request:

If Holly is removed: \$9,325,000

If Quebec is removed: 9,070,000

If Holly & Quebec are both removed: \$7,200,000

If Sheridan is removed: \$9,595,000

If Lowell is removed: \$10,155,000

Outline the differences between the scope outlined above and the reduced scope:

Potentially intersection(s) could be removed from the proejct request while the other independent project areas would retain full scope

If a scope reduction is being considered, application request opportunity to check in with stakeholders

## Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

|  |  |                            |  |
|--|--|----------------------------|--|
| <b>Total amount of Regional Share Funding Request</b><br><i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i> |  | <b>\$11,195</b>            | <b>82.00</b><br>of total project cost          |
| <input type="checkbox"/> Check box if requesting <b>only state MMOF funds</b> (requires minimum 50% local funds) <sup>1</sup>                  |  |                            |  |
| <b>Match Funds</b><br>List each funding source and contribution amount.  |  | <b>Contribution Amount</b> | <b>% Contribution to Overall Project Total</b> |
| CDOT Region 1  |  | \$800                      | 6%   |
| CDOT Region 4  |  | \$570                      | 4%   |
| Local Agencies (Boulder County, City of Boulder, Town of Erie, City of Lafayette, City & County of Broomfield, City of Thornton)               |  | \$685                      | 5%   |
| Boulder County Subregional DRCOG Funds   |  | \$285                      | 2%   |
| Broomfield County Subregional DRCOG Funds  |  | \$165                      | 1%   |
|  |  | \$                         | 0%   |
| <b>Total Match</b><br><i>(private, local, state, subregional, or federal)</i>  |  | <b>\$2,505</b>             | <b>18.00%</b>                                  |
| <b>Project Total</b>   |  | <b>\$13,700</b>            |  |
| <b>Notes:</b>  | 1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.<br>The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.<br>All sponsors will still be required to have 20% match on any added federal funds. |                            |  |



**Funding Breakdown in \$1,000s (by program year)<sup>1</sup>**

|  | FY 2023   | FY 2024 | FY 2025 | Total    |
|--|---|---------|---------|----------|
| <b>DRCOG Requested Funds</b>   | \$0   | \$4,658 | \$6,987 | \$11,645 |
| <b>CDOT or RTD Supplied Funds<sup>2</sup></b>                            | \$0   | \$548   | \$822   | \$1,370  |
| <b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b> | \$0   | \$274   | \$411   | \$685    |
| <b>Total Funding</b>   | \$0   | \$5,480 | \$8,220 | \$13,700 |
| <b>Phase to be Initiated</b>   | Choose an item  | Design  | Design  |          |
| <b>Notes:</b>  | <ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol> |         |         |          |
| <b>Affirmation:</b>  | By checking this box, the applicant's Chief Elected Official (Mayor/County Commission Chair/City-County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>  |         |         |          |

# Evaluation Questions

## A. Regional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project regionally important? Relevant quantitative data in your response is required.

Colorado 7 is a key east/west corridor in the northern Denver metro connecting 4 counties (Boulder, Broomfield, SW Weld, and Adams counties) and including five cities/towns of Brighton, Thornton, Erie, Lafayette, and Boulder. The thirty-mile CO 7 corridor between Brighton and Boulder is a key corridor for growth in the North Metro region and is recognized as a part of the 2050 Metro Vision Regional Roadway Network. It is also recognized as part of the DRCOG's High-Injury Network and a Critical Corridor. CO 7 is identified in the 2050 RTP as a Transit Planning Corridor.

The 2050 MVRTP presents the region's vision for a multimodal transportation system needed to respond to future growth and demographic trends and includes CO 7 as a key multimodal corridor. Communities along the corridor have embraced this vision and are planning for a multimodal corridor of local livability and regional accessibility through a diverse mix of land uses, focusing growth in DRCOG Urban Centers and at station area nodes that will support high-quality transit and an attractive, well-connected future DRCOG Regional Active Transportation facility, ultimately expanding the future Regional Multimodal Network along this state highway arterial corridor.

As recognized in the DRCOG 2050 Metro Vision Regional Transportation Plan (MVRTP) the metro region anticipates an additional 1.05 million residents and a significant proportion of growth will occur in the undeveloped areas of North Metro. Along the 30-mile CO 7 corridor, households will increase from 26,000 to nearly 49,000 in 2050; which is an 87% increase from 2020. Similarly, jobs will increase from 68,350 to over 96,000 in 2050, a 40% increase from 2020.

Rapid growth along the corridor on previously undeveloped lands, coupled with existing and emerging urban centers, is increasing the availability of new housing and employment opportunities. This growth is generating significant increases in travel along the corridor, resulting in new multimodal safety and reliability challenges today and in the future. The traffic on the corridor is expected to significantly increase over the next thirty years. According to current CDOT OTIS data: the project segment in the City of Boulder traffic will increase by 21%, US 287 at CO-7 will increase by 57%, and the segments in the vicinity of Sheridan and Lowell will increase by approximately 50%

This project is regionally impactful as the proposed package of projects identified are considered the top priority multimodal projects along the CO 7 corridor in Boulder, Broomfield and Adams counties to advance in preparation for future expansion of transit east of Boulder County to the I-25 interim mobility hub and eventually Brighton. The project will begin to bring eight years of planning investments to life by accelerating the design of critical components of the corridor to prepare for the construction phase.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

The proposed project aims to address multimodal operational deficiencies and improve multimodal capacity at priority locations along the CO 7 corridor.

This project is a packaged bundle of individual projects as identified in the 2021 CDOT CO 7 Corridor Development Plan and local jurisdiction stakeholders as the most critical to advance to improve multimodal

safety, operations, efficiency, and connectivity of CO 7 as part of the DRCOG regional transportation network to the prepare for the construction and/or phased construction of implementation.

#### Multimodal Safety:

The project will implement safety countermeasures consistent with DRCOG's Taking Action on Vision Zero Plan as described later in this application at significant crash locations along the CO 7 corridor within each County. 2015 to 2019 data indicates that there were:

- 309 crashes at 28th Street, 30th Street, and Foothills Parkway intersections
- 54 crashes at CO 7 Arapahoe/ US 287
- 54 crashes at CO 7 /Lowell
- 83 crashes at CO 7/ Sheridan Parkway
- 15 crashes at CO 7/ Holly Street
- 28 crashes at CO 7/ Quebec Street

#### Multimodal operations & efficiency:

The proposed package of projects addresses some of the most congested areas within each county along the corridor today. 28th Street operates at LOS E, Foothills operates and LOS F, CO 7/ Arapahoe at US 287 operates at LOS F. The eastern intersections of Lowell, Sheridan, Holly, Quebec operate at LOS C. With growth underway, particularly west of I-25 operations are rapidly degrading. The project will serve not only to improve only the operational capacity and efficiency of vehicular movements. The project will begin to transform the corridor to serve all modes with transit operational improvements such as bus queue jump lanes and transit stations where previously planned. Intersection improvements that support safer and more accessible walking and off-street bikeway facilities ranging from protected bikeways and intersections in Boulder to multiuse paths located off-highway further east.

#### Connectivity of the Regional Multimodal Transportation Network:

CO 7 corridor between Brighton to Boulder is a critical corridor in the North Denver Metro as it provides connectivity to US 36 (28th Street and access at Foothills Parkway), CO-119 (at Foothills Parkway), CO-42 at 95th Street, US 287, and US 287 Transit Superstation (access to Longmont, Fort Collins, US 36 at Broomfield), I-25 interchange and Mobility Hub (to Denver and Fort Collins), the future N-Line end-of-line rail station at Colorado Blvd in Thornton) and US 85 in Brighton.

The state highway not only provides for critical movement of vehicles and freight but is also essential to construct multimodal improvements as the corridor grows to support high-quality, reliable transit and safer active transportation facilities that are accessible to a broader range of ages, abilities, and mobility devices to move along the corridor for both active transportation purposes and to support positive health behaviors. A Commuter Bikeway is envisioned to support thru bicycle (including e-bicycles) travel, first and final mile connectivity.

The package of projects will implement the appropriate and context-sensitive treatments and improvements to support the connectivity of all modes across the corridor to prepare for the future multimodal and intermodal connections envisioned by 2050.

- 3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.**

Colorado 7 is a key east/west corridor in the northern Denver metro connecting 4 counties (Boulder, Broomfield, SW Weld and Adams counties) and including five cities/towns of Brighton, Thornton, Erie, Lafayette, and Boulder]

The project will benefit all above listed counties, cities and town, except for Brighton, which will indirectly benefit from these specific projects in the future.

The project has documented financial support from:

CDOT Region 1 & CDOT Region 4

Boulder and Broomfield County Subregional Funds

Local match from Boulder County, City of Boulder, City of Lafayette, Town of Erie, City & County of Broomfield, City of Thornton

The project also has support without financial commitment from the Adams County Subregional Forum and City of Brighton

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

*Completing the below table and referencing relevant quantitative data in your response is required.*

|  | DI and EJ Population Groups                     | Number within ½ mile | % of Total |
|--|---|----------------------|------------|
| Use 2015-2019 American Community Survey Data<br><br><i>(In the TIP Data Tool, use a 0.5 mile buffer)</i> | a. Total population                             | 36,150               | 100%       |
|  | b. Total households                             | 14,665               | 100%       |
|  | c. Individuals of color                         | 8,375                | 23.00%     |
|  | d. Low-Income households                        | 3,104                | 21.00%     |
|  | e. Individuals with limited English proficiency | 429                  | 1.00%      |
|  | f. Adults age 65 and over                       | 3,792                | 10.00%     |
|  | g. Children age 5-17                            | 4,121                | 11.00%     |
|  | h. Individuals with a disability                | 998                  | 3.00%      |
|  | i. Households without a motor vehicle           | 1,294                | 9.00%      |
|  | j. Households that are housing cost-burdened    | 5,593                | 38.00%     |

*For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “‘cost-burdened’ means a household that spends more than thirty percent of its income on housing.”*

Describe, including the required quantitative analysis:

The above populations listed are only for the project locations listed in the project description.

The CO 7 corridor is envisioned to be a future bus rapid transit corridor with high-quality service and high-comfort facilities. The project will advance priority projects toward the construction of key multimodal segments and multimodal intersections enhancing current bus operations in Boulder County and support the future expansion of transit east to City & County of Broomfield and the interim Mobility Hub at I-25/ CO-7 in Thornton to be open in 2024 and ultimately east to Adams County and Brighton.

Within 1/2 mile of each of the project areas there are total of approx. 5,600 households that are cost-burdened (38%), 3,100 households in poverty (21%) and 1,300 households without access to a motor vehicle (9%). Additionally, there are approx. 8,400 persons of color (23%), 4,100 children (11%), 3,800 older adults over 65 (10%). These populations may be at a disadvantage in accessing reliable and affordable transportation options. The proposed improvements will support improved non-motorized safety and access to affordable transportation options where transit is available and in the future when expansion of transit can be provided. It is notable that in the project locations in Broomfield County and Adams County currently do not have any access to transit or well connected active transportation facilities. The projects in these communities will support the future expansion of transit and active transportation facilities as a part of a network.

Advancing design to prepare for the construction of the future improvements will serve to improve more reliable and convenient and connected transit, provide connected paths for active transportation modes and increase access to affordable transportation options to above listed DI and EJ populations, connecting transit riders to over 48,000 jobs on the corridor today and 96,000 jobs by 2050.

The populations will benefit from increased connectivity to Downtown Boulder Station and to US 36, CO 7 & US 287 Superstop, with available existing transit services. Populations and transit riders will benefit from enhanced

transfers and connectivity to an increased number of destinations along East Arapahoe to transit services along 28th Street and 30th Street. CO 7 transit riders will benefit from convenient transfers at the CO 7/ US 287 Superstop to other regional services such as the RTD LB US 287 route connecting Longmont to US 36/ Broomfield station, future NAMS corridor CO 42 service planned to terminate at this station and other local routes that will be able to access this new station area.

When transit is expanded east of Boulder County there will be new connectivity to the I-25 Mobility Hub with transfers to other regional, local and intercity Bustang transit between Denver and Fort Collins, the future end of line N-line station at Colorado Blvd and in the Brighton Park N Ride will further increase access to employment, healthcare and nutrition options.

**5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?**

The package of projects are some of the first implementations steps towards a more well connected, regional multimodal corridor. The projects will help move the region towards the specific following Metro Vision outcomes:

**1. Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.**

The Metro Vision Plan anticipates many areas in the region will experience significant change during the next 10 to 20 years, this includes the CO 7 multimodal corridor. Local communities are focused on increasing housing and employment in urban centers along the corridor. CO 7 between Brighton and Boulder is well-positioned to develop as a corridor of local livability and multimodal regional access. This is due in part to current and future land use assumptions along the corridor that could capitalize on the existing downtown areas of Brighton, Lafayette and Boulder. Couple the existing downtowns and urban centers with large areas of undeveloped parcels in unincorporated areas of Adams and Boulder Counties, Lafayette, Erie, Broomfield, Thornton, and the east side of Brighton, the corridor is poised for significant growth.

The corridor is envisioned to connect 7 designated DRCOG urban centers in the future with 15-18 stations and support nearly 50,000 households and over 90,000 jobs. Communities are focused on growth in the DRCOG designated urban centers and creating station nodes along the CO 7 corridor that will support the future projected transit ridership of 10,000 passengers per day. Beginning to build out supportive multimodal infrastructure and improving operational capacity at key intersections will support the increasing growth on the corridor and attract multimodal use as new residents and employees move into their new homes and offices.

As an example within the CO 7/ I 25 Activity Center in Broomfield alone, based on the plans approved so far, Broomfield expects the population to increase on the corridor from the estimated 10,000 residents living along the CO 7 corridor in Broomfield today to 18,000 by 2027 based on the current pace of development and over 25,000 at build-out based on current development and approved plans west of I-25. The CO 7 corridor in Broomfield is currently approved for 22m sq ft of commercial/retail/office and only 5% constructed at this time. and finally, the parcels located adjacent to I-25, northeast of the Mobility Hub also will develop significantly adding thousands more residents and additional commercial and office space, but the build-out impact at this time is unknown.

**2. The regional transportation system is well-connected and serves all modes of travel.**

The project advances the CO 7 corridor towards improving and expanding the region's multimodal transportation system, services, and connections. the project will prepare CO7 for transportation investment critical to ensuring a well-connected multimodal corridor, serving all modes of transportation with a vision of high-quality, high-frequency transit and attractive and accessible active transportation options. The project will advance timely multimodal transportation investments into the corridor at the identified locations.

Today, the corridor is underserved by transit and lacks high-quality bicycle and pedestrian connections in many areas. Development along the corridor, particularly east of Lafayette, will generate significant new trips on the corridor. The vision of previous CO 7 PELs, plans, and studies envision CO 7 as a multimodal corridor to provide regional access and high quality first and last-mile active transportation options. CO 7 has the opportunity to capitalize on multimodal connections to the regional transportation system, with key links at US 287, I-25, US 85, US 36 as well as future planned transportation network improvements. The Project element at CO 7/ US 287 will be critical to increasing multimodal network connectivity to existing transit and support future multimodal connectivity.

The 2018 CO 7 BRT Feasibility Study found that a thirty-mile commute from Brighton to Boulder BRT in dedicated lanes could anticipate a commute of 59 minutes or 76 minutes on BRT in mixed traffic compared to 80 minutes in a private automobile. A peak hour commute from Lafayette to Boulder found a commute of 27 minutes in dedicated lanes compared to 46 minutes in a private auto. These initial results show immense promise of planning for transit facilities that facilitate transit movement with minimal delay to move people quickly and efficiently through the corridor. This project will lead to the construction of some of the first elements to support BRT investments to advance a well connected and reliable multimodal corridor.

3. The transportation system is safe, reliable, and well- maintained.

Recommendations from the PEL studies were determined to meet the multimodal mobility needs of today and beyond to increase safety, reduce congestion and improve reliability. This project advances key segments of independent utility to allow for more rapid capital investment into the corridor by providing developing implementable construction plan sets at key locations to reduce current safety and reliability issues while preparing other areas of the corridor for future investment where appropriate.

The majority of the thirty-mile CO 7 corridor from Brighton to Boulder currently caters to vehicular travel and suffers from safety and delay issues for all modes at many locations. This proposed project will advance the most critical priorities to improve safe access and reliable operations for all modes and prepare key aspects for the ultimate modal connectivity along the extent of the corridor. The PELs call for the future corridor to have full width, full depth shoulders for much of the corridor that permits transit to operate outside of mixed traffic; and within Boulder, the East Arapahoe Transportation Plan calls for curbside Business Access Transit lanes. This will provide enormous time benefits over transit that operates on the corridor today.

The East Arapahoe Transportation Plan, which studied Folsom Street to 75th Street, cites that traffic volumes on the corridor have nearly doubled in the past 30 years in the City of Boulder. Approximately 47% of Boulder workers commute from other places in the region. The rate of single-occupancy vehicle (SOV) work trips for in-commuters is well above the rate for residents—80% versus 47%. If the corridor recommendations are built, the East Arapahoe corridor will show a 14% decrease in vehicle miles traveled, versus a no build, increasing the reliability and multimodal capacity of the corridor with limited right of way expansion. The person carrying capacity increases with multimodal options and a BRT commute into Boulder starting at US 287, will only take 19 minutes, six minutes faster than without BRT, and be comparable to a 17-minute drive, making the travel time of BRT competitive to driving. Developing a multimodal corridor that supports commuters both from within Boulder and from outside of Boulder with non-SOV options will improve reliability as the corridor grows.

The project will advance key areas to prepare for this future vision and allow for transit start up service as the corridor develops over time and will stimulate future transit investment on the corridor in areas that are currently unserved east of Lafayette.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*

Yes  No If yes, please provide the name:

There are 5 DRCOG Urban Centers within 1/2 mile of the individual projects:

Downtown Boulder Urban Center

28<sup>th</sup>/30<sup>th</sup> Streets Urban Center

University Hill Urban Center

I-25 / CO 7 Activity Center

North End Station Activity Center (N-Line at Colorado Blvd)

- Does the project connect two or more urban centers?\*
- Yes  No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?\*
- Yes  No
- Is the project in a locally-defined priority growth and development area?
- Yes  No

If yes, provide a link to the relevant planning document:

City of Boulder:

<https://bouldercolorado.gov/media/6947/download?inline>

—

Town of Erie:

Land Use Map shows US 287/Arapahoe as Gateway area

Nine Mile Corner Development- commercial and highdensity residential

<https://www.erieco.gov/DocumentCenter/View/13194/Nine-Mile-Corner-PD--DP-Amendment-No-1->

City & County of Broomfield:

<https://broomfield.org/DocumentCenter/View/26821/3-Land-Use?bidId=>

<https://broomfield.org/2813/Baseline-Neighborhood>

City of Thornton Land Use Map:

<https://www.thorntonco.gov/government/citydevelopment/planning/Documents/2020-comp-plan/future-land-use-map-adopted-07152020.pdf>

Thornton Land Use Definition:

<https://www.thorntonco.gov/government/citydevelopment/planning/Documents/2020-comp-plan/Future%20Land%20Use%20Categories%20Chart%2007152020.pdf>

If yes, provide how the area is defined in the relevant planning document:

City of Boulder:

Project Area of East Arapahoe (28<sup>th</sup> St to Foothills) support mixed use business and some high density residential

Town of Erie:

Ninemile Corner at US 287/Arapahoe is a Gateway Area for Erie (land use map). The Nine Mile Corner development is designed as mixed use with a high-intensity commercial/retail center. Adjacent the area will develop as high density multi-family housing.

City & County of Broomfield:

City & County of Broomfield Comprehensive Plan Land Use Policy Goal (LU-D) to encourage and support development focused around major transportation areas that form vibrant pedestrian-oriented urban centers. Policy LU-D.1: Encourage and support TOD in designated areas at U.S.

Highway 36, at approximately W 116th Avenue, at U.S. Highway 36 and West Midway Boulevard, and at the southwestern corner of State Highway 7 and Interstate 25 (I-25), or as other opportunities arise.

Baseline Development: Formerly known as North Park, Baseline is a 1,100 acre planned unit development neighborhood to be located in northeastern Broomfield. Baseline will be home to over 9,000 residential units, 17.2 million square feet of commercial space, and 170 acres of open lands. The neighborhood will be located at the southwest intersection of I-25 and Baseline Road/State Highway 7. Both metropolitan areas of Denver and Boulder will be accessible to the community. Baseline will provide diverse economic and recreational opportunities in a walkable, pedestrian focused environment.

City of Thornton:

Land Use at Holly is identified as a Mixed Use Neighborhood: Expand the range of housing densities and types in close proximity to commercial uses to increase lifestyle options within the community. These areas should provide a mix of predominantly medium to high density housing types with close proximity to services and amenities and with well-placed commercial uses that are well-integrated, walkable, and connected.

- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?  
 Yes  No If yes, please provide the zoning district designation(s):

Boulder: Mixed Use Business

Broomfield: NorthPark PUD (aka Baseline)

Thornton: Mixed Use Neighborhood Zoning

| Provide households and employment data*    | 2020   | 2050   |
|--|--------|--------|
| Households within ½ mile                   | 14,665 | 25,433 |
| Jobs within ½ mile                         | 39,706 | 51,970 |
| Household density (per acre) within ½ mile | 0.00   | 0.00   |
| Job density (per acre) within ½ mile       | 0.00   | 0.00   |

Describe, including the required quantitative analysis:

Specifically for the projects included for this application it is anticipated that by 2050:

- Households will increase by 74%

- Jobs will increase by 31%

Average jobs density varies by location, the greatest increase will be in Boulder where commuters will be served by this corridor to access jobs

28<sup>th</sup> to Foothills:

HH density will increase from 4.42/acre to 5.54/acre

Jobs density will increase from 21.4 jobs/acre to 24.72/acre

US 287/ Arapahoe to Lucerne

HH density will increase from .73/acre to 1.9/acre

Jobs density will increase from 1.86/acre to 3.19/acre

Lowell

HH density will increase from 1.41/acre to 1.76/acre

Jobs density will increase from .30/acre to .54/acre



Sheridan

HH density will increase from .89/acre to 2.09/acre

Jobs density will increase from .84/acre to 3.09/acre

Holly & Quebec

HH density will increase from .15/acre to 1.5/acre

Jobs density will increase from .13/acre to .34/acre

It is notable that the stations near the CO 7/ I-25 center will see significant increases in intensity and use within a 1 mile from the station areas.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

East Arapahoe (CO 7) 28<sup>th</sup> Street to Foothills:

City of Boulder is an employment center in the Denver Metro drawing tens of thousands of commuters each day and is home to both small and large employers such as Ball Aerospace. The Arapahoe corridor is also home to the East CU Boulder campus supporting students educational activity as well as student housing. Many students live off campus in other nearby communities and commute in, the CO 7 corridor would also support student living off-campus in eastern communities. East Arapahoe also is home to the Boulder Community Hospital, which also support Broomfield county clients, and other medical offices and service. East Arapahoe also is adjacent to a large shopping/retail destination known as the 29<sup>th</sup> Street Mall, grocery stores, provides access to housing, parks and recreational centers, including a large pool facility as well as open space areas and trails.

The improvements will not only improve multimodal and active transportation access for the over 20,000 residents living within 1/2 mile for the corridor but also improve access by transit and active modes for students and employees living outside of Boulder.

CO 7 / US 287 Arapahoe to Lucerne:

Currently, the vicinity supports access to groceries and smaller and large retail destinations like Walmart. Not far from the area includes access to the Lafayette Library. The area is currently under development and will see an increase in employment and retail destinations. Additionally, multifamily housing is planned within walking distance to the intersection.

At the moment the area is vehicularly oriented but in the future, this location of the future US 287/ CO 7 superstation that will be a key node to support transit transfers and mobility within the Northwest Area Mobility network with access north to Longmont and Fort Collins, south to US 36/Broomfield and Denver, as well as west to Boulder, and east to North Broomfield, I-25 Mobility Hub, Thornton, and Brighton. In the future is to provide access to CO 42 transit services to Louisville and US 36/Flatiron

Lowell Intersection:

Multimodal capacity and operational improvements will help facilitate travel and reduce delay for all modes along the corridor. The immediate vicinity is lower density in jobs and housing. Improvements here will serve the efficiency of the corridor reduce delay for all modes to access areas of greater density of homes and employment. The location is also approximately half way between I-25 (3 miles to the east) and US 287 (3.5 miles to the west).

Sheridan Intersection:

This intersection will improve efficiency of all modes and is apart of the I-25/ CO 7 Activity Center and is the western gateway into the urban center area where significant growth and intensity of mixed use is anticipated

over the next 20-30 years. There is currently a large Children's Hospital facility, retail, employment and housing. It is planned to home to a large STEM school facility co-located with the Butterfly Pavilion and possible large medical campus. It is estimated that there are currently over 10,000 residents living along the CO 7 corridor in Broomfield today, with new residents moving in every week as the area is under active construction. The corridor in Broomfield (and with the Activity Center) is anticipated to have an estimated population of 18,000 by 2027 based on the current pace of development and over 25,000 at build-out based on current development and approved plans west of I-25. The CO 7 corridor in Broomfield is currently approved for 22m sq ft of commercial/retail/office and only 5% constructed at this time.

This area at Sheridan Parkway is also identified as a possible CO 7 transit station location. An engagement effort is underway with adjacent property owners and developers to work with CDOT and Broomfield to finalize the ultimate transit supportive locations along CO 7 (Baseline Rd) in Broomfield, building off of the information from the previous plans and studies. The effort will be completed later this year. If the station is to be located at the intersection, improvements to support the station will be included in this design effort. Alternatively, operational improvements will be included if the station to be located east of the intersection.

#### Holly Intersection & Quebec Intersections

Multimodal capacity and operational improvements will help facilitate travel and reduce delay for all modes along the corridor. The immediate vicinity is lower density in jobs and housing. Improvements here will serve the efficiency of the corridor reduce delay for all modes to access areas of greater density of homes and employment. The location is also approximately half way between I-25 and US 85, approximately 5 miles in each direction. The Quebec intersection has been identified as station location with a Park N Ride in the previous plans and studies and this effort will plan for the ultimate design of the intersection to accommodate a future CO 7 station to support commuters with an alternative to access employment in Brighton, I-25 transit services, CO 7/ i-25 Activity Center employment and retail as well as employment in Boulder.

## B. MVRTP Priorities

WEIGHT

50%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

### Multimodal Mobility

#### Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  Roadway Operations  Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Sidewalks](#), [sidepaths](#), [transit station improvements and amenities](#), [transit operational improvements including queue jump lanes](#), [enhance intersection crossings for multiuse sidepaths](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?  
 Yes  No

Describe, *include quantitative information, including any items referenced above, in your response:*

The project aims to implement elements consistent with the Regional Connector Complete Street typology, including sidewalks, sidepaths, lighting, medians, business access/transit lanes, transit stops and stations for regional service, crosswalks, curb ramps, bus queue jumps lanes, plan for transit signal priority, enhanced intersection and driveway treatments for bikeways, varied bike facilities from protected bikeways to off-street sidepaths and landscaping.

Projects will improve transit travel time reliability by designing for elements such as bus queue jump lanes, business access, and turn lanes, and improve overall operational capacity at intersections improving reliability for all modes.

## Air Quality

### Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

| Emissions Reduced<br>(kg/day) | CO   | NOx  | VOCs | PM 10 |
|-------------------------------|------|------|------|-------|
|                               | 0.00 | 0.00 | 0.00 | 0.00  |

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

The intersection CMAQ model does not appear to apply to the majority of the proposed improvements.

Increasing congestion decreases air quality. The project aims to mitigate current and future congestion by increasing multimodal capacity at intersections, thus reducing SOV trips, VMT and associated emissions today and into the future.

The numbers are blank above as the CMAQ Intersection calculator does not appear to clearly allow for multimodal inputs and outputs in regards to operational improvements that account for transit ridership and active transportation mode shifts, in particular by designing for a future that will accommodate a complete corridor that is estimated to support 10,000 transit riders a day and thousands of active modes trips across the corridor upon full build out.

It is difficult to assess the exact air quality impact based on the calculators provided for the 28<sup>th</sup> to Foothills section that will re-purpose vehicular thru capacity for transit operations and only vehicular turning movements. Shifts at intersections to include bus queue jump lanes are not accounted for in how transit ridership will be increased with more reliable transit options. Also protected bikeways and enhance intersection crossing for people walking and cycling are envisioned. Studies indicate that upon completion of the multimodal facilities travel time by bus from Eastern Boulder County to Boulder will be competitive with driving thus increasing the attractiveness of transit further shifting travel behavior to non-SOV options.

The 2014 SH 7 PEL that studied US 287 to US 85 in Brighton found that if no action is taken to make operational improvements, many intersections will be over capacity in the peak PM hour in 2035. The study found that 17 of the 25 intersections studied would operate at LOS D or worse in the AM peak and 18 out of 25 intersections would operate at LOS D or worse in the PM peak.

Specifically, US 287/CO 7, Lowell, Sheridan, Holly and Quebec will operate at an LOS F without improvements. As a result of additional intersection congestion, CO 7 operations will degrade, resulting in a reduction in speed, increase in air quality impacts, and an increase in travel time. The impacts are significant enough that congestion at specific intersections will regularly cause traffic to back up beyond adjacent intersections.

More recent data from 2015-2019 indicates the average vehicle volume to capacity issues:

Arapahoe 28<sup>th</sup> to Foothills intersections operating at LOS E & F

US 287 at CO 7/Arapahoe operates at LOS F

Intersections of Lowell and Sheridan operating at LOS C, but since 2019 the area is undergoing intense development pressure and operational capacity is degrading and not anticipated to improve.

Intersection of Holly & Quebec also operated at LOS C and are also seeing development impacts in surrounding areas impacting the LOS.

The project aims to improve multimodal operations, provide for multimodal facilities to support available options today and in the future, reduce delay and thus reduce air quality impacts.

**Regional  
Transit**

**Expand and improve the region’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 Metro Vision Regional Transportation Plan](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [It will prepare for construction implementation of priority segments and intersection to prepare for CO 7 regional transit service. This particular project itself will not implement operations corridor.](#)
- Does this project involve a [regional transit planning corridor](#)?\*  
 Yes  No If yes, which specific corridor will this project focus on? [The Colorado 7 Transit Corridor \(Brighton to Boulder\)](#)
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Is this project adding new or expanded transit service?  
 Yes  No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?\*  
 Yes  No If yes, provide the name of the urban center: [The project will improve transit service within and to the 28<sup>th</sup>/ 30<sup>th</sup> Street Urban Center and the CO 7/I-25 Activity Center](#)

Describe, *include quantitative information, including any items referenced above, in your response:*

[Project will enhance transit connectivity in the following areas:](#)

[Arapahoe - 28<sup>th</sup> to Foothills Parkway:](#)

[Project will enhance overlapping local and future regional service along East Arapahoe and connectivity to regional and local services along 28<sup>th</sup> Street \(US 36\) and 30<sup>th</sup> Street in Boulder. Repurpose general purpose lanes to business access and transit lanes to improve safety and transit travel time reliability.](#)

[The project would not only improve local bus stops but also design to include accommodate of a station in the vicinity of 28<sup>th</sup>/29<sup>th</sup> Streets to support regional service and transit transfers. This in-line station is proposed to be designed with station areas on the southeast and northwest corners in order to provide a “far side” stop for both eastbound and westbound BRT vehicles. It is anticipated that riders will arrive using several modes including walking, transferring from another bus, bicycle, scooter, or ride share.](#)

[The project would also implement recommendations from the East Arapahoe Transportation Plan. Arapahoe Road is currently three through lanes and a left turn lane in each direction. The outside lane is proposed to be converted to a Business Access and Transit \(BAT\) lane; no additional changes to lane arrangement are proposed. The BAT lane would be open to buses and right-turning vehicles at driveway accesses and the 29th St intersection and open to buses only at all other points. A 12’-wide Multi-Use Path \(MUP\) and 7’-wide raised, protected bicycle lane \(per the East Arapahoe Transportation Plan\) are proposed behind the curb on both sides of Arapahoe Ave, and no bicycle facilities are proposed on-street. Protected intersections are also a part of the concept at major intersections.](#)

[CO 7 / US 287 Arapahoe to Lucerne intersections and Superstation stop:](#)

[Provide for regional transit network transfers of US 287 service between Longmont and US 36/ Broomfield Station and the the future CO 7 service connecting Downtown Boulder to I-25 and eventually to Brighton. Station area may provide for expansion of local routes access and Mobility on Demand services. The NAMS study identifies this location as an end of line station for the future CO 42 transit service to Louisville. The intersections will be widened to accommodate the future build out to support operations of all modes in this congested area. The design is anticipated](#)

to include a midblock station along US 287 between Arapahoe and Lucerne with a grade separated crossing connecting the stations. Intersections will improve transit operational improvements to improve reliability and access to the stations. Improvements will consider the recommendations in the CO 7 and US 287 plans and studies for multitmodal improvements.

Lowell Intersection: Improve transit reliability with queue jumps lanes and intersection crossing improvements to support and enhance the CO 7 Commuter Bikeway connecting the regional stations along CO 7. Treatments for improvement are to be identified in the CO 7 Bike Treatment Plan currently underdevelopment by CDOT. Intersection roadway will be widened to support the CO 7 PEL and include recommended multimodal improvements from CO 7 plans and studies.

Sheridan Intersection: Improve transit reliability with queue jumps lanes and improve access to transit station area planned in the vicinity of Sheridan. A station area study will be complete later in 2022 and if the station is determined to be at the intersection or adjacent project will include the design of the station area access and amenities. Intersection roadway will be improved to support the PEL and bus transit recommendations in the CO 7 plans and studies.

Holly Intersection: Improve transit reliability with queue jump lanes and intersection crossing improvements to support and enhance the CO 7 Commuter Bikeway connecting the regional stations along CO 7. Treatments for the improvements are to be identified in the CO 7 Bike Treatment Plan. Intersection roadway would be widened to the CO 7 PEL to improve operations.

Quebec Intersection:  
Improve transit reliability with bus queue jump lanes and design for the transit station improvements at the intersection as developed in the CO 7 Station Area Design Plan. The Quebec Station is proposed designed as an “intersection” station where riders would arrive at the station by bicycle or on foot.

The station platforms are proposed at the southeast and northwest corners of the intersection due to improved operations and the potential for queue jump signal timing that far side stops afford. Eastbound and westbound stops were designed essentially symmetrically on an enhanced right-turn island. The enhanced right-turn design includes long island faces along both roadways where buses stop in the shadow of the deceleration/acceleration lane, with room for one 60’ articulated bus and one 40’ bus. Right turning cars bypass the island in a reduced radius curve and over a raised pedestrian/bicycle crossing to help keep turning speeds low. Bicycle facilities with the proposed stop design are off-street (either as protected bike lanes or as part of a widened multi-use path to allow the right turn deceleration/acceleration lane to be utilized as a Bus, Business Access and Turn (BAT) lane approaching the intersection. Inclusion of this BAT lane allows for potential queue jump signal timing. Stop amenities such as shelters, benches, bike parking, ticket vending, and signage are shown on the enhanced right-turn island.

Roadway at the CO 7 / Quebec intersection would be widened to the proposed configuration in the CO 7 PEL to improve overall intersection operations.

**Safety** **Increase the safety for all users of the transportation system.**  
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))  
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [High-Injury Network or Critical Corridors](#)?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

|   |      |   |
|---|------|---|
| Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians*<br>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) |      | Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology). |
| Fatal crashes   | 5    |   |
| Serious Injury crashes  | 15   |   |
| Other Injury crashes  | 136  |   |
| Property Damage Only crashes  | 442  |   |
| Estimated reduction in crashes <u>applicable to the project scope</u><br>(per the five-year period used above)  |      | Provide the methodology below:  |
| Fatal crashes reduced   | 0.00 |   |
| Serious Injury crashes reduced  | 0.00 |   |
| Other Injury crashes reduced  | 0.00 |   |
| Property Damage Only crashes reduced  | 0.00 |   |

Describe, include quantitative information, including any items referenced above, in your response:

Crashes are only at the project locations included specifically in this project. A crash reduction number is not included above due to the unique nature of this package of projects to address issues at six distinct project segments. Additionally, the exact improvements and countermeasures are currently entering the 15% design phase where the appropriate treatments and countermeasures will be determined in the context of each intersection and segment.

The locations included include hotspots of some of the highest crash locations on the CO 7 corridor in the City of Boulder, along US 287 at CO 7, and in Broomfield County that are currently not being addressed by other projects. There are also crashes indicated in the Adams County proposed intersections in Thornton, a number of crashes are not as severe as crashes west of I-25.

Numerous countermeasures may be applied at the various locations depending on context including but not limited to: Advanced stop bars, auxiliary lanes, medians, Bike conflict marking zones, co-late bus stops and ped crossings, countdown ped signal heads, dual curb ramps, far-side bus stops, high-visibility crosswalks, lighting, signal operations to improve safety for all modes, sidewalks, protected intersections and bikeways in urban areas and sidepath/bikeways with enhanced intersection treatments located off-street in arterial highway contexts.



**Freight**

**Maintain efficient movement of goods within and beyond the region.**

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?\*  
 Yes  No If yes, please provide the name: [Northwest Metro](#)
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*  
 Yes  No
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?  
 Yes  No If yes, please describe in your response.
- Check any items from the [Inventory of Current Needs](#) which this project will address:  
 Truck Crash Location  Rail Crossing Safety ([eligible locations](#))  
 Truck Delay  Truck Reliability  
Please provide the location(s) being addressed: [East Araphoe in Boulder and CO 7 \(Arapahoe\) at US 287](#) are areas identified as highway and truck reliability hotspots. Project will aim to improve efficiency of highway operations, including movement of freight.
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?  
 Yes  No If yes, please describe in your response.

Describe, include quantitative information, including any items referenced above, in your response:

The project will address the needs and Issues identified in the DRCOG Freight Plan by considering and improving the safety or truck movements, improve multimodal and non-motorized traveler safety, and consider the needs of freight with the growing consumer base and land use development and growth.

Freight will also benefit from the congestion reduction and operational efficiencies planned for intersections included in the project package.

|                              |  |
|------------------------------|--|
| <b>Active Transportation</b> | <b>Expand and enhance active transportation travel options.</b><br><small>(drawn from <a href="#">2050 MVRTP priorities</a>; <a href="#">Denver Regional Active Transportation Plan</a>; &amp; <a href="#">Metro Vision objectives 10 &amp; 13</a>)<br/> Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small> |
|------------------------------|--|

How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?\*  
 Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*  
 Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*  
 Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
 Yes  No If yes, please describe in your response.

**Bicycle Use**

|   |                        |                              |
|---|------------------------|------------------------------|
| 1. Current Weekday Bicyclists:  |                        | 350                          |
| Bicycle Use Calculations  | <b>Year of Opening</b> | <b>2050 Weekday Estimate</b> |
| 2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.   | 50                     | 350                          |
| 3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route.<br><i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>   | 10                     | 0                            |
| 4. = Initial number of new bicycle trips from project (#2 – #3)   | 40                     | 350                          |
| 5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip.<br><i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>   | 5.00                   | 75.00                        |
| 6. = Number of SOV trips reduced per day (#4 - #5)  | 35.00                  | 275.00                       |
| 7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day)<br><i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>   | 70.00                  | 550.00                       |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)  | 66.50                  | 522.50                       |
| 9. If values would be distinctly greater for weekends, describe the magnitude of difference:  |                        |                              |
| 10. If different values other than the suggested are used, please explain here:<br><br>With new separated bikeway with protected intersections and treatments it is highly likely that the majority of new trips will be new users rather than users from another route. Users may also be new transit riders using the bicycle for first and final mile. BY 2050 with the high-quality facilities, increased transit quality and frequency and supporting land uses it may not be stretch to imagine the bicycle useage doubling by 2050 |                        |                              |

**Pedestrian Use**

|   |                        |                              |
|---|------------------------|------------------------------|
| 1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):   |                        | 650                          |
| Pedestrian Use Calculations   | <b>Year of Opening</b> | <b>2050 Weekday Estimate</b> |
| 2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed   | 100                    | 400                          |
| 3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route<br><i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i> | 25                     | 100                          |
| 4. = Number of new trips from project (#2 – #3)   | 75                     | 300                          |
| 5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip.<br><i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>                       | 50.00                  | 250.00                       |
| 6. = Number of SOV trips reduced per day (#4 - #5)  | 25.00                  | 50.00                        |

|  |       |       |
|--|-------|-------|
| 7. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day)<br>(Values other than .4 miles must be justified by sponsor on line 10 below)   | 10.00 | 20.00 |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)   | 9.50  | 19.00 |
| 9. If values would be distinctly greater for weekends, describe the magnitude of difference:   |       |       |
| 10. If different values other than the suggested are used, please explain here:<br>With new wide sidewalk, pedestrian amenities, enhanced transit stops an service with higher quality frequency and access treatments it is highly likely that the majority of new trips will be new users rather than users from another route. Users may also be new transit riders from within the project area or outside of the area coming from eastern parts of the corridor, walking for the first and final mile. BY 2050 with the high-quality facilities, increased trasnit quality and frequency and supporting lanf uses it may not be stretch to imagine the pedestrian useage increasing significantly by 2050 |       |       |

Describe, include quantitative information, including any items referenced above, in your response:

As the project is comprised of six distinct project areas that are not contiguous it would be disingenuous to provide numbers in the chart to illustrate all projects combined.

The above chart reflects an example the case of the 28th to Foothills Segment to illustrate the benefits in one of the key segments that will support commuters upon completion and into the future when fully connected by transit as envisioned. The compounding benefits of the project package combined will be greater than indicated in the chart.

The Segment of 28th to Foothills includes the accommodation of a 12' wide high comfort multiuse/bikeway along CO 7/Arapahoe Road, with protected intersections to support safer movements for vulnerable road users. It is planned for high-quality pedestrian amenities, transit stops/stations and safe crossings.

The East Arapahoe Transportation Plan indicates that the signalized intersections from 28th to Foothills Parkway saw approx. 650 pedestrian crossings in the peak hours, and 350 bicycle-user crossings at intersections in the same time frame. By 2050 with competed improvements in place, supported by increased high-quality improvements

All other locations in the project will work to accommodate similar, context-sensitive high comfort facilities and treatments at intersections to cross and access station areas and support a future well-connected regional Commuter Bikeway and regional transit stations. The projects will also support local pedestrian movement around planned stations areas and modes of higher mixed-use development and density.

|                              |               |            |
|------------------------------|---------------|------------|
| <b>C. Project Leveraging</b> | <b>WEIGHT</b> | <b>10%</b> |
|------------------------------|---------------|------------|

|  |  |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |
|--|--|---|------------------------------------|-------|----------------|-------|----------------|-------|----------------|-------|------------------|------|----------|-------|
| What percent of outside funding sources (non-Regional Share funding) does this project have? | <div style="border: 1px solid #ccc; padding: 2px; display: inline-block;">18.00%</div> | <table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources .....</td><td>5 pts</td></tr> <tr><td>50-59.9% .....</td><td>4 pts</td></tr> <tr><td>40-49.9% .....</td><td>3 pts</td></tr> <tr><td>20-39.9% .....</td><td>2 pts</td></tr> <tr><td>10.1-19.9% .....</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>0 pts</td></tr> </table> | 60%+ outside funding sources ..... | 5 pts | 50-59.9% ..... | 4 pts | 40-49.9% ..... | 3 pts | 20-39.9% ..... | 2 pts | 10.1-19.9% ..... | 1 pt | 10%..... | 0 pts |
| 60%+ outside funding sources .....   | 5 pts  |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |
| 50-59.9% .....   | 4 pts  |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |
| 40-49.9% .....   | 3 pts  |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |
| 20-39.9% .....   | 2 pts  |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |
| 10.1-19.9% .....   | 1 pt   |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |
| 10%.....   | 0 pts  |   |                                    |       |                |       |                |       |                |       |                  |      |          |       |

|                             |               |            |
|-----------------------------|---------------|------------|
| <b>D. Project Readiness</b> | <b>WEIGHT</b> | <b>10%</b> |
|-----------------------------|---------------|------------|

*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible within the project submittal?  
 Yes    No    N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

This project will be led by CDOT: Ryan Sorenson, P.E. (CDOT R1 Resident Engineer) and Dan Marcucci, P.E. (CDOT R4 Resident Engineer)

Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:

The 2021 CO 7 Corridor Development Plan (CDP) is a key document that is guiding the development of the corridor and avoiding pitfalls. The CDP establishes the overall work program and oversight framework for advancing the corridor. Because the allocated funding is insufficient to achieve all objectives fully across the Corridor, a plan is needed to optimize the Project while strategically preparing for future, additional funding. The CDP fulfills this purpose. It will help ensure the Project fulfills its goals, is responsive to agency expectations, is effectively delivered with accountability, maximizes the use of the previous studies, and provides the best possible use of the allocated funds. Working closely with the TAC, the formulation of the CDP entailed a thoughtful and collaborative process of identifying the goals of the Project and aligning, evaluating, and prioritizing elements of the recommended improvements (called Proposed Actions) for inclusion. These Proposed Actions represent independent functional components of the Corridor’s vision, such as constructing an improved intersection or building the multimodal section between two intersections. This process produced collective agreement on the Project’s more-detailed definition. Combined with an overall delivery framework, including budget, schedule, and resource planning, the CDP enables the Project to move forward into execution. The project identified in this project came directly from eh prioritization in the Corridor Development Plan that was also consistent with the funding eligibility. If funded, the project proposed will be delivered consistently with the Corridor Development Plan

- The CDP Analysis
- Established the goals for the Project
  - Identified the changed conditions along the Corridor
  - Defined the environmental analysis approach
  - Identifies the technical methodologies
  - Prioritizes the elements of the Project
  - Defined the budget, schedule, and resource plans for delivery of initially proposed actions
  - Documents the plan in a final report

CDP Products include

- Program of Project elements (scope, budget, schedule, and resources plan)
- Implementation plan for full Corridor multimodal deployment
- Communications plan for Project delivery
- Funding opportunities for full Corridor improvement

In addition, to avoid funding pitfalls, costs were escalated to account for potential inflation factors out to 2025 to minimize budget shortfalls due to inflation.

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?

Yes  No

If yes, are the other prerequisite phases complete?  Yes  No  N/A

If this project is for construction, please note the NEPA status: [Choose an item](#)

c. Has all required ROW been identified?  Yes  No  N/A

Has all required ROW already been acquired and cleared by CDOT?  Yes  No  N/A

d. Based on the current status provided in Project Information, question 11, do you foresee any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?

Yes  No

Does your agency have the appropriate staff available to work on this project?  Yes  No

If yes, are they knowledgeable with the federal-aid process?  Yes  No

e. Have other stakeholders in your project been identified and involved in project development?

Yes  No  N/A

If yes, who are the stakeholders? [CDOT](#), [Boulder County](#), [Adams County](#), [City of Boulder](#), [City of Lafayette](#), [Town of Erie](#), [City of Thornton](#), [City & County of Broomfield](#), [RTD](#)

Please provide any additional details on any of the items in Section 1, if applicable.

[RTDCDOT](#) does not anticipate that the project would begin to expend funds until calendar year of 2024, project team will still aim to have IGA ready by Oct 1 2023.

## Section 2. Local Match

a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe:

[Broomfield](#) will program the local match commitment beginning in calendar year 2023. Local match commitments have been secured from [City of Boulder](#), [Boulder County](#), [City of Lafayette](#), [Town of Erie](#), [City of Thornton](#)

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe:

The project is not currently programmed in the 2022 Broomfield CIP budget. The 2023 budget cycle is underway in Spring 2022 and the project and local match will be programmed in the 2023 CIP budget, if awarded and adopted in October 2022.

### Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?  
 Yes  No
- b. Has the public had access to translated project materials in relevant languages for the local community?  
 Yes  No

Please describe:

Some of the project components have undergone public engagement efforts including the segment of 28<sup>th</sup> Street to Foothills through the East Arapahoe Transportation Plan. Public meetings were held as part of the CO 7 BRT Feasibility Study and the US 287 BRT Feasibility Study. Additionally, the two Planning & Environmental Linkages Studies have gone through public engagement processes and public meetings for the 2014 US 287 to US 85 PEL and the 2018 75<sup>th</sup> Street to US 287 PEL.

- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?  
 Yes  No  N/A

Please provide any additional details on the items in Section 3, if applicable.

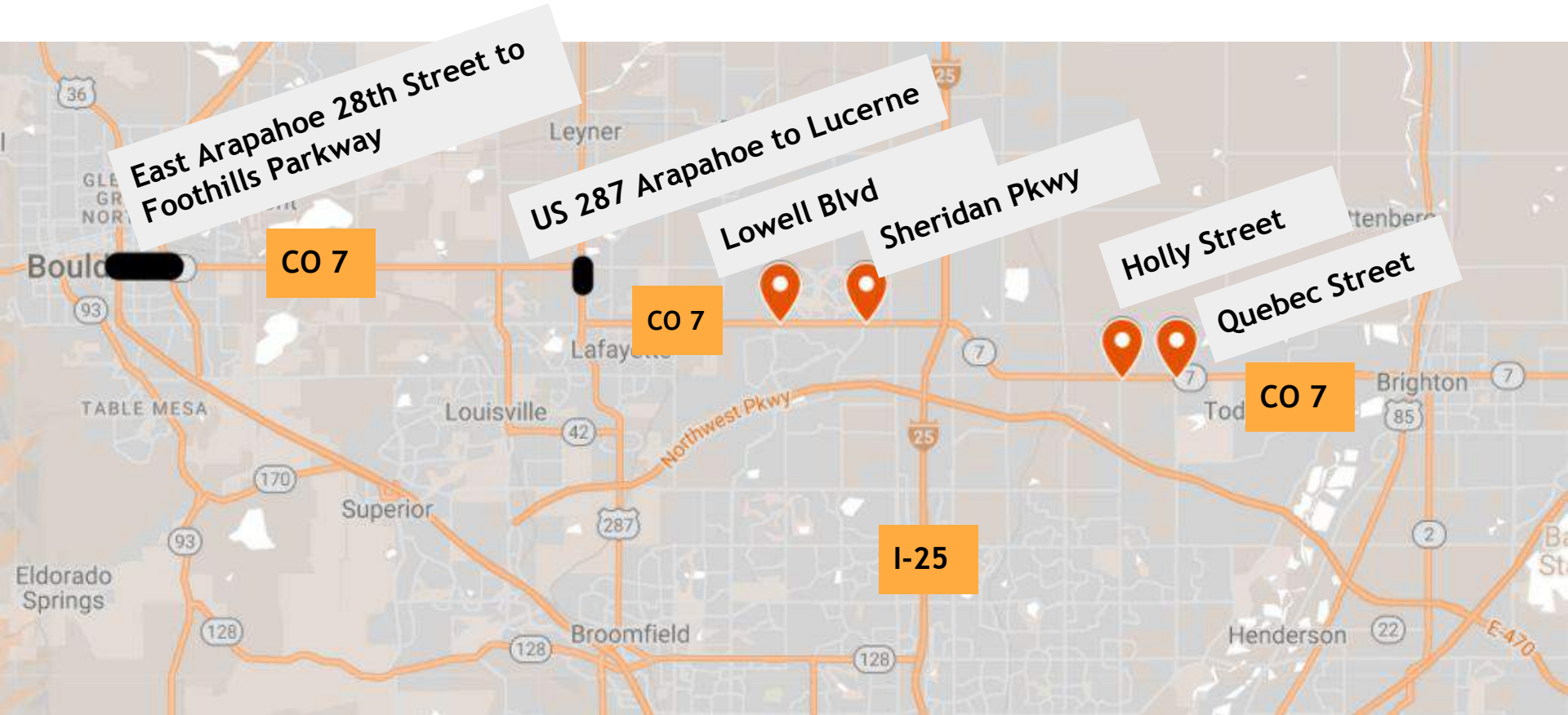
Through the 2019 Station Area Design Plan effort local stakeholders, developers and property owners were invited to participate and engage in the station area concept development. The workshops had robust attendance and vigorous engagement with property owners and developers.

CDOT and local agencies plan to continuously engage property owners through the CO 7 projects

**Submit completed applications through the [TIP Data Hub](#) no later than 3pm on March 18, 2022.**

# Colorado 7 Priority 1A Preconstruction Locations

[Google Map Link](#)







**SUMMARY TAB**

| Priority 1A Actions |   | Prelim Engineering  |                   |                     | Costs based on overall construction costs (2022 dollars) |                        |                            |              |              |                      |                               |                             |
|---------------------|---|---------------------|-------------------|---------------------|--|------------------------|----------------------------|--------------|--------------|----------------------|-------------------------------|-----------------------------|
|                     |   | (Level I)*          | (Level II)*       |                     | Env Process  | Preconstruction 2022\$ | Precon minus Level 1       | 104%         | 104%         | 104%                 | Construction Budget (2022 \$) | Total Project Cost (2022\$) |
| NO.                 | Title   | (15%)               | (FIR)             | (FOR/Final)         | NEPA   | (Total)                | P 1A PreCon Request 2022\$ | 2023 \$      | 2024 \$      | 2025 \$              | (Includes ROW)                | (All in)                    |
|                     | SIU A Alt. 28th to Foothills (Scaled from Full SIU A) |                     |                   |                     |  | \$ 3,000,000           | \$ 3,000,000               | \$ 3,120,000 | \$ 3,244,800 | \$ 3,374,592         |                               |                             |
| 2-6                 | 287 (North) Intersection                              | \$ 280,000          | \$ 112,000        | \$ 987,800          | \$ 919,900   | \$ 2,299,700           | \$ 2,019,700               | \$ 2,100,488 | \$ 2,184,508 | \$ 2,271,888         | \$ 13,246,300                 | \$ 15,546,000               |
| 2-7                 | Lowell Intersection                                   | \$ 280,000          | \$ 112,000        | \$ 762,200          | \$ 230,900   | \$ 1,385,100           | \$ 1,105,100               | \$ 1,149,304 | \$ 1,195,276 | \$ 1,243,087         | \$ 8,598,900                  | \$ 9,984,000                |
| 2-8                 | Sheridan Intersection                                 | \$ 280,000          | \$ 112,000        | \$ 1,231,600        | \$ 324,800   | \$ 1,948,400           | \$ 1,668,400               | \$ 1,735,136 | \$ 1,804,541 | \$ 1,876,723         | \$ 12,095,600                 | \$ 14,044,000               |
| 2-16                | Quebec Intersection                                   | \$ 280,000          | \$ 112,000        | \$ 1,701,600        | \$ 418,800   | \$ 2,512,400           | \$ 2,232,400               | \$ 2,321,696 | \$ 2,414,564 | \$ 2,511,146         | \$ 15,597,600                 | \$ 18,110,000               |
| 2-15                | Holly Intersection                                    | \$ 280,000          | \$ 112,000        | \$ 1,440,600        | \$ 366,600   | \$ 2,199,200           | \$ 1,919,200               | \$ 1,995,968 | \$ 2,075,807 | \$ 2,158,839         | \$ 13,652,800                 | \$ 15,852,000               |
| <b>Totals</b>       |   | <b>\$ 1,400,000</b> | <b>\$ 560,000</b> | <b>\$ 6,123,800</b> | <b>\$ 2,261,000</b>                                      | <b>\$ 13,344,800</b>   | <b>\$ 11,944,800</b>       |              |              | <b>\$ 13,436,276</b> | <b>\$ 63,191,200</b>          | <b>\$ 73,536,000</b>        |

\* Values from the CDP for CO 7 Preliminary & Env Engineering

**Conceptual Cost Opinion  
SUI A - 28th to 63rd**

| Prepared by Hg Consult Inc                 |   | 2021 dollars  |                      |                      |
|--|---|---------------|----------------------|----------------------|
| 12/5/2021                                  | UNITS                                     | QUANTITY      | UNIT COST            | TOTAL COST           |
| Removals General                           | Acre                                      | 40            | \$ 4,000             | \$ 160,000           |
| Roadway Excavations                        | CY  | 3,000         | \$ 25                | \$ 75,000            |
| Roadway Fill                               | CY  | 1,000         | \$ 30                | \$ 30,000            |
| Concrete Pavement (Transit Lane)           | SY  | 36,700        | \$ 125               | \$ 4,587,500         |
| ABC  | CY  | 8,200         | \$ 45                | \$ 369,000           |
| Curb and Gutter                            | LF  | 13,800        | \$ 30                | \$ 414,000           |
| Conc Sidewalk (6")                         | SY  | 36,680        | \$ 75                | \$ 2,751,000         |
| Cycle Tracks (6")                          | SY  | 21,400        | \$ 85                | \$ 1,819,000         |
| Curb Ramps                                 | EA  | 110           | \$ 3,000             | \$ 330,000           |
| Intersection Signals                       | EA  | 7             | \$ 450,000           | \$ 3,150,000         |
| BRT Stop Improvements                      | EA  | 4             | \$ 750,000           | \$ 3,000,000         |
| Bridge Replacement (WB B. Creek)           | SF  | 10,000        | \$ 300               | \$ 3,000,000         |
| <b>Subtotal Direct Bid Items</b>           |   |               |                      | <b>\$ 19,685,500</b> |
|  | <b>% RANGE</b>                            | <b>% USED</b> | <b>COST</b>          |                      |
| Subtotal Direct Bid Items                  | Project Dependent                         | N/A           | \$ 19,685,500        | (A)                  |
| Contingencies                              | (15%-30% of (A))                          | 55.00%        | \$ 10,827,100        | (B)                  |
| ITS / Lighting                             | (6%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 3,051,300         | (C)                  |
| Drainage / Utilities                       | (3%-10%) of (A+B)<br>Default = 6%         | 25.00%        | \$ 7,628,200         | (D)                  |
| Signing and Striping                       | (1%-5%) of (A+B)<br>Default = 3%          | 5.00%         | \$ 1,525,700         | (E)                  |
| MOT / Traffic Control<br>(Complex phasing) | (5%-25%) of (A+B)<br>Default = 20%        | 30.00%        | \$ 9,153,800         | (F)                  |
| Mobilization                               | (4%-10%) of (A+B+C+D+E+F)<br>Default = 7% | 10.00%        | \$ 3,051,300         | (G)                  |
| <b>Total of Construction Bid Items</b>     | (A+B+C+D+E+F+G)                           |               | <b>\$ 54,922,900</b> | (H)                  |
| Force Account - Utilities                  | (1%-2%) of (H)<br>Default = 2%            | 3.00%         | \$ 1,647,700         | (I)                  |
| Force Account - Misc                       | (10%-15%) of (H)<br>Default = 12%         | 10.00%        | \$ 5,492,300         | (J)                  |
| <b>Subtotal of Construction Cost</b>       | (H+I+J)                                   |               | <b>\$ 62,062,900</b> | (K)                  |
| Right of Way Acquisition and Easements     | % of (H)*                                 | 20.00%        | \$ 10,984,600        | (L)                  |
| Planning and NEPA                          | % of (H)                                  | 3.50%         | \$ 1,922,400         | (M)                  |
| Preliminary and Final Engineering          | % of (H)                                  | 12.00%        | <b>\$ 6,590,800</b>  | (N)                  |
| Construction Management / Inspection       | % of (H)                                  | 26.00%        | \$ 14,280,000        | (O)                  |
| <b>Total Project Cost</b>                  | (K+L+M+N+O)                               |               | <b>\$ 95,841,000</b> | (P)                  |

\*Significant ROW needed in City of Boulder

Assume Foothills requires not upgrades (Already has bus queue jump Islands)

Assume BRT infrastructure at 29th, 48th, 55th and 63rd

Assume Preliminary & Final Engineering for partial project scaled to 28th to Foothills

**Conceptual Cost Opinion  
287 (Arapahoe) Intersection**

| Prepared by Hg Consult Inc                 |   | 2021 dollars  |                      |                     |
|--|---|---------------|----------------------|---------------------|
| 12/5/2021                                  | UNITS                                     | QUANTITY      | UNIT COST            | TOTAL COST          |
| Removals General                           | Acre                                      | 4             | \$ 4,000             | \$ 16,000           |
| Roadway Excavations                        | CY  | 23,000        | \$ 25                | \$ 575,000          |
| Roadway Fill                               | CY  | 6,700         | \$ 30                | \$ 201,000          |
| Asphalt (HMA 8")                           | TON                                       | 5,000         | \$ 80                | \$ 400,000          |
| ABC (Class IV)(12")                        | CY  | 3,889         | \$ 45                | \$ 175,000          |
| Curb and Gutter                            | LF  | 1,100         | \$ 30                | \$ 33,000           |
| Conc Sidewalk (6")                         | SY  | 1,500         | \$ 75                | \$ 112,500          |
| Curb Ramps                                 | EA  | 6             | \$ 3,000             | \$ 18,000           |
| Intersection Signals                       | EA  | 1             | \$ 450,000           | \$ 450,000          |
| BRT Stop Improvements                      | EA  | 2             | \$ 750,000           | \$ 1,500,000        |
| <b>Subtotal Direct Bid Items</b>           |   |               |                      | <b>\$ 3,480,500</b> |
|  | <b>% RANGE</b>                            | <b>% USED</b> | <b>COST</b>          |                     |
| Subtotal Direct Bid Items                  | Project Dependent                         | N/A           | \$ 3,480,500         | (A)                 |
| Contingencies                              | (15%-30% of (A))                          | 55.00%        | \$ 1,914,300         | (B)                 |
| ITS / Lighting                             | (6%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 539,500           | (C)                 |
| Drainage / Utilities                       | (3%-10%) of (A+B)<br>Default = 6%         | 15.00%        | \$ 809,300           | (D)                 |
| Signing and Striping                       | (1%-5%) of (A+B)<br>Default = 3%          | 5.00%         | \$ 269,800           | (E)                 |
| MOT / Traffic Control<br>(Complex phasing) | (5%-25%) of (A+B)<br>Default = 20%        | 25.00%        | \$ 1,348,700         | (F)                 |
| Mobilization                               | (4%-10%) of (A+B+C+D+E+F)<br>Default = 7% | 10.00%        | \$ 836,300           | (G)                 |
| <b>Total of Construction Bid Items</b>     | (A+B+C+D+E+F+G)                           |               | <b>\$ 9,198,400</b>  | (H)                 |
| Force Account - Utilities                  | (1%-2%) of (H)<br>Default = 2%            | 3.00%         | \$ 276,000           | (I)                 |
| Force Account - Misc                       | (10%-15%) of (H)<br>Default = 12%         | 10.00%        | \$ 919,900           | (J)                 |
| <b>Subtotal of Construction Cost</b>       | (H+I+J)                                   |               | <b>\$ 10,394,300</b> | (K)                 |
| Right of Way Acquisition and Easements     | % of (H)                                  | 5.00%         | \$ 460,000           | (L)                 |
| Planning and NEPA                          | % of (H)                                  | 10.00%        | \$ 919,900           | (M)                 |
| Preliminary and Final Engineering          | % of (H)                                  | 15.00%        | \$ 1,379,800         | (N)                 |
| Construction Management / Inspection       | % of (H)                                  | 26.00%        | \$ 2,391,600         | (O)                 |
| <b>Total Project Cost</b>                  | (K+L+M+N+O)                               |               | <b>\$ 15,546,000</b> | (P)                 |

**Conceptual Cost Opinion  
LOWELL Intersection**

| Prepared by Hg Consult Inc                 |   | 2021 dollars  |                     |                     |
|--|---|---------------|---------------------|---------------------|
| 12/5/2021                                  | UNITS                                     | QUANTITY      | UNIT COST           | TOTAL COST          |
| Removals General                           | Acre                                      | 5             | \$ 4,000            | \$ 20,000           |
| Roadway Excavations                        | CY  | 10,000        | \$ 25               | \$ 250,000          |
| Roadway Fill                               | CY  | 5,000         | \$ 30               | \$ 150,000          |
| Asphalt (HMA 8")                           | TON                                       | 9,000         | \$ 80               | \$ 720,000          |
| ABC (Class IV)(12")                        | CY  | 6,500         | \$ 45               | \$ 292,500          |
| Curb and Gutter                            | LF  | 1,000         | \$ 30               | \$ 30,000           |
| Conc Sidewalk (6")                         | SY  | 2,000         | \$ 75               | \$ 150,000          |
| Cycle Tracks (6")                          | SY  | 1,000         | \$ 85               | \$ 85,000           |
| Curb Ramps                                 | EA  | 12            | \$ 3,000            | \$ 36,000           |
| Intersection Signals                       | EA  | 1             | \$ 450,000          | \$ 450,000          |
| BRT Stop Improvements                      | EA  | -             | \$ 750,000          | \$ -                |
| <b>Subtotal Direct Bid Items</b>           |   |               |                     | <b>\$ 2,183,500</b> |
|  | <b>% RANGE</b>                            | <b>% USED</b> | <b>COST</b>         |                     |
| Subtotal Direct Bid Items                  | Project Dependent                         | N/A           | \$ 2,183,500        | (A)                 |
| Contingencies                              | (15%-30% of (A))                          | 55.00%        | \$ 1,201,000        | (B)                 |
| ITS / Lighting                             | (6%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 338,500          | (C)                 |
| Drainage / Utilities                       | (3%-10%) of (A+B)<br>Default = 6%         | 25.00%        | \$ 846,200          | (D)                 |
| Signing and Striping                       | (1%-5%) of (A+B)<br>Default = 3%          | 5.00%         | \$ 169,300          | (E)                 |
| MOT / Traffic Control<br>(Complex phasing) | (5%-25%) of (A+B)<br>Default = 20%        | 15.00%        | \$ 507,700          | (F)                 |
| Mobilization                               | (4%-10%) of (A+B+C+D+E+F)<br>Default = 7% | 10.00%        | \$ 524,700          | (G)                 |
| <b>Total of Construction Bid Items</b>     | (A+B+C+D+E+F+G)                           |               | <b>\$ 5,770,900</b> | (H)                 |
| Force Account - Utilities                  | (1%-2%) of (H)<br>Default = 2%            | 3.00%         | \$ 173,200          | (I)                 |
| Force Account - Misc                       | (10%-15%) of (H)<br>Default = 12%         | 10.00%        | \$ 577,100          | (J)                 |
| <b>Subtotal of Construction Cost</b>       | (H+I+J)                                   |               | <b>\$ 6,521,200</b> | (K)                 |
| Right of Way Acquisition and Easements     | % of (H)                                  | 10.00%        | \$ 577,100          | (L)                 |
| Planning and NEPA                          | % of (H)                                  | 4.00%         | \$ 230,900          | (M)                 |
| Preliminary and Final Engineering          | % of (H)                                  | 20.00%        | \$ 1,154,200        | (N)                 |
| Construction Management / Inspection       | % of (H)                                  | 26.00%        | \$ 1,500,500        | (O)                 |
| <b>Total Project Cost</b>                  | (K+L+M+N+O)                               |               | <b>\$ 9,984,000</b> | (P)                 |

**Conceptual Cost Opinion  
Sheridan Intersection**

| Prepared by Hg Consult Inc                 |   | 2021 dollars  |                      |                     |
|--|---|---------------|----------------------|---------------------|
| 12/5/2021                                  | UNITS                                     | QUANTITY      | UNIT COST            | TOTAL COST          |
| Removals General                           | Acre                                      | 5             | \$ 4,000             | \$ 20,000           |
| Roadway Excavations                        | CY  | 5,000         | \$ 25                | \$ 125,000          |
| Roadway Fill                               | CY  | 2,500         | \$ 30                | \$ 75,000           |
| Asphalt (HMA 8")                           | TON                                       | 4,500         | \$ 80                | \$ 360,000          |
| ABC (Class IV)(12")                        | CY  | 3,000         | \$ 45                | \$ 135,000          |
| Curb and Gutter                            | LF  | 500           | \$ 30                | \$ 15,000           |
| Conc Sidewalk (6")                         | SY  | 1,000         | \$ 75                | \$ 75,000           |
| Cycle Tracks (6")                          | SY  | 500           | \$ 85                | \$ 42,500           |
| Curb Ramps                                 | EA  | 8             | \$ 3,000             | \$ 24,000           |
| Intersection Signals                       | EA  | 1             | \$ 450,000           | \$ 450,000          |
| BRT Stop Improvements                      | EA  | 1             | \$ 750,000           | \$ 750,000          |
| Pedestrian Tunnel                          | EA  | 1             | \$ 1,000,000         | \$ 1,000,000        |
| <b>Subtotal Direct Bid Items</b>           |   |               |                      | <b>\$ 3,071,500</b> |
|  | <b>% RANGE</b>                            | <b>% USED</b> | <b>COST</b>          |                     |
| Subtotal Direct Bid Items                  | Project Dependent                         | N/A           | \$ 3,071,500         | (A)                 |
| Contingencies                              | (15%-30% of (A))                          | 55.00%        | \$ 1,689,400         | (B)                 |
| ITS / Lighting                             | (6%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 476,100           | (C)                 |
| Drainage / Utilities                       | (3%-10%) of (A+B)<br>Default = 6%         | 25.00%        | \$ 1,190,300         | (D)                 |
| Signing and Striping                       | (1%-5%) of (A+B)<br>Default = 3%          | 5.00%         | \$ 238,100           | (E)                 |
| MOT / Traffic Control<br>(Complex phasing) | (5%-25%) of (A+B)<br>Default = 20%        | 15.00%        | \$ 714,200           | (F)                 |
| Mobilization                               | (4%-10%) of (A+B+C+D+E+F)<br>Default = 7% | 10.00%        | \$ 738,000           | (G)                 |
| <b>Total of Construction Bid Items</b>     | (A+B+C+D+E+F+G)                           |               | <b>\$ 8,117,600</b>  | (H)                 |
| Force Account - Utilities                  | (1%-2%) of (H)<br>Default = 2%            | 3.00%         | \$ 243,600           | (I)                 |
| Force Account - Misc                       | (10%-15%) of (H)<br>Default = 12%         | 10.00%        | \$ 811,800           | (J)                 |
| <b>Subtotal of Construction Cost</b>       | (H+I+J)                                   |               | <b>\$ 9,173,000</b>  | (K)                 |
| Right of Way Acquisition and Easements     | % of (H)                                  | 10.00%        | \$ 811,800           | (L)                 |
| Planning and NEPA                          | % of (H)                                  | 4.00%         | \$ 324,800           | (M)                 |
| Preliminary and Final Engineering          | % of (H)                                  | 20.00%        | \$ 1,623,600         | (N)                 |
| Construction Management / Inspection       | % of (H)                                  | 26.00%        | \$ 2,110,600         | (O)                 |
| <b>Total Project Cost</b>                  | (K+L+M+N+O)                               |               | <b>\$ 14,044,000</b> | (P)                 |

**Conceptual Cost Opinion  
Holly Intersection**

| Prepared by Hg Consult Inc                 |   | 2021 dollars  |                      |                     |
|--|---|---------------|----------------------|---------------------|
| 12/5/2021                                  | UNITS                                     | QUANTITY      | UNIT COST            | TOTAL COST          |
| Removals General                           | Acre                                      | 6             | \$ 4,000             | \$ 24,000           |
| Roadway Excavations                        | CY  | 15,000        | \$ 25                | \$ 375,000          |
| Roadway Fill                               | CY  | 8,000         | \$ 30                | \$ 240,000          |
| Asphalt (HMA 8")                           | TON                                       | 15,000        | \$ 80                | \$ 1,200,000        |
| ABC (Class IV)(12")                        | CY  | 10,800        | \$ 45                | \$ 486,000          |
| Curb and Gutter                            | LF  | 4,000         | \$ 30                | \$ 120,000          |
| Conc Sidewalk (6")                         | SY  | 2,500         | \$ 75                | \$ 187,500          |
| Cocrete Median Material                    | SY  | 160           | \$ 85                | \$ 13,600           |
| Curb Ramps                                 | EA  | 16            | \$ 3,000             | \$ 48,000           |
| Intersection Signals                       | EA  | 1             | \$ 450,000           | \$ 450,000          |
| BRT Stop Improvements                      | EA  | 1             | \$ 750,000           | \$ 750,000          |
| <b>Subtotal Direct Bid Items</b>           |   |               |                      | <b>\$ 3,894,100</b> |
|  | <b>% RANGE</b>                            | <b>% USED</b> | <b>COST</b>          |                     |
| Subtotal Direct Bid Items                  | Project Dependent                         | N/A           | \$ 3,894,100         | (A)                 |
| Contingencies                              | (15%-30% of (A))                          | 55.00%        | \$ 2,141,800         | (B)                 |
| ITS / Lighting                             | (6%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 603,600           | (C)                 |
| Drainage / Utilities                       | (3%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 603,600           | (D)                 |
| Signing and Striping                       | (1%-5%) of (A+B)<br>Default = 3%          | 3.00%         | \$ 181,100           | (E)                 |
| MOT / Traffic Control<br>(Complex phasing) | (5%-25%) of (A+B)<br>Default = 20%        | 15.00%        | \$ 905,400           | (F)                 |
| Mobilization                               | (4%-10%) of (A+B+C+D+E+F)<br>Default = 7% | 10.00%        | \$ 833,000           | (G)                 |
| <b>Total of Construction Bid Items</b>     | (A+B+C+D+E+F+G)                           |               | <b>\$ 9,162,600</b>  | (H)                 |
| Force Account - Utilities                  | (1%-2%) of (H)<br>Default = 2%            | 3.00%         | \$ 274,900           | (I)                 |
| Force Account - Misc                       | (10%-15%) of (H)<br>Default = 12%         | 10.00%        | \$ 916,300           | (J)                 |
| <b>Subtotal of Construction Cost</b>       | (H+I+J)                                   |               | <b>\$ 10,353,800</b> | (K)                 |
| Right of Way Acquisition and Easements     | % of (H)                                  | 10.00%        | \$ 916,300           | (L)                 |
| Planning and NEPA                          | % of (H)                                  | 4.00%         | \$ 366,600           | (M)                 |
| Preliminary and Final Engineering          | % of (H)                                  | 20.00%        | \$ 1,832,600         | (N)                 |
| Construction Management / Inspection       | % of (H)                                  | 26.00%        | \$ 2,382,300         | (O)                 |
| <b>Total Project Cost</b>                  | (K+L+M+N+O)                               |               | <b>\$ 15,852,000</b> | (P)                 |

**Conceptual Cost Opinion  
Quebec Intersection**

| Prepared by Hg Consult Inc                 |   | 2021 dollars  |                      |                     |
|--|---|---------------|----------------------|---------------------|
| 12/5/2021                                  | UNITS                                     | QUANTITY      | UNIT COST            | TOTAL COST          |
| Removals General                           | Acre                                      | 7             | \$ 4,000             | \$ 28,000           |
| Roadway Excavations                        | CY  | 25,000        | \$ 25                | \$ 625,000          |
| Roadway Fill                               | CY  | 8,000         | \$ 30                | \$ 240,000          |
| Asphalt (HMA 8")                           | TON                                       | 15,000        | \$ 80                | \$ 1,200,000        |
| ABC (Class IV)(12")                        | CY  | 10,800        | \$ 45                | \$ 486,000          |
| Curb and Gutter                            | LF  | 4,000         | \$ 30                | \$ 120,000          |
| Conc Sidewalk (6")                         | SY  | 2,500         | \$ 75                | \$ 187,500          |
| Concrete Median Material                   | SY  | 160           | \$ 85                | \$ 13,600           |
| Curb Ramps                                 | EA  | 16            | \$ 3,000             | \$ 48,000           |
| Intersection Signals                       | EA  | 1             | \$ 450,000           | \$ 450,000          |
| BRT Stop Improvements                      | EA  | 1             | \$ 750,000           | \$ 750,000          |
| <b>Subtotal Direct Bid Items</b>           |   |               |                      | <b>\$ 4,148,100</b> |
|  | <b>% RANGE</b>                            | <b>% USED</b> | <b>COST</b>          |                     |
| Subtotal Direct Bid Items                  | Project Dependent                         | N/A           | \$ 4,148,100         | (A)                 |
| Contingencies                              | (15%-30% of (A))                          | 55.00%        | \$ 2,281,500         | (B)                 |
| ITS / Lighting                             | (6%-10%) of (A+B)<br>Default = 6%         | 10.00%        | \$ 643,000           | (C)                 |
| Drainage / Utilities                       | (3%-10%) of (A+B)<br>Default = 6%         | 20.00%        | \$ 1,286,000         | (D)                 |
| Signing and Striping                       | (1%-5%) of (A+B)<br>Default = 3%          | 3.00%         | \$ 192,900           | (E)                 |
| MOT / Traffic Control<br>(Complex phasing) | (5%-25%) of (A+B)<br>Default = 20%        | 15.00%        | \$ 964,500           | (F)                 |
| Mobilization                               | (4%-10%) of (A+B+C+D+E+F)<br>Default = 7% | 10.00%        | \$ 951,600           | (G)                 |
| <b>Total of Construction Bid Items</b>     | (A+B+C+D+E+F+G)                           |               | <b>\$ 10,467,600</b> | (H)                 |
| Force Account - Utilities                  | (1%-2%) of (H)<br>Default = 2%            | 3.00%         | \$ 314,100           | (I)                 |
| Force Account - Misc                       | (10%-15%) of (H)<br>Default = 12%         | 10.00%        | \$ 1,046,800         | (J)                 |
| <b>Subtotal of Construction Cost</b>       | (H+I+J)                                   |               | <b>\$ 11,828,500</b> | (K)                 |
| Right of Way Acquisition and Easements     | % of (H)                                  | 10.00%        | \$ 1,046,800         | (L)                 |
| Planning and NEPA                          | % of (H)                                  | 4.00%         | \$ 418,800           | (M)                 |
| Preliminary and Final Engineering          | % of (H)                                  | 20.00%        | \$ 2,093,600         | (N)                 |
| Construction Management / Inspection       | % of (H)                                  | 26.00%        | \$ 2,721,600         | (O)                 |
| <b>Total Project Cost</b>                  | (K+L+M+N+O)                               |               | <b>\$ 18,110,000</b> | (P)                 |



# COLORADO

## Department of Transportation

Region 4  
Director's Office  
10601 10<sup>th</sup> Street  
Greeley, CO 80634-9000

March 3, 2022

Sarah Grant  
Transportation Manager  
City and County of Broomfield  
1 DesCombes Drive  
Broomfield, CO 80020

RE: CDOT Region 4 Concurrence Request for DRCOG TIP Regional Call FY22-FY25

Dear Ms. Grant:

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 concurs with the Broomfield application for the DRCOG Regional FY22-25 TIP Call. This concurrence applies only for the CO 7 Priority 1 Multimodal Preconstruction project, in the event this project is selected by DRCOG as a regional project on or around April/May 2022. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Based on CDOT's existing priorities and limited funds, CDOT Region 4 is able to provide \$570,000 of the \$570,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY22-25 TIP Regional Call. If the project is not selected for regional funds, the local agency may submit a new request for CDOT funding contribution for the FY22-25 TIP Subregional Call and it will be considered with other requests at that time. This offer of funding applies only to the Regional Call as described above and not the subsequent Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY22-25, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence and funding contribution are conditionally granted based on the scope as described and pending CDOT funding availability. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right-of-way. As the project progresses, the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for right-of-way, utilities, and environmental. All costs associated with clearances including right-of-way acquisition, utilities relocation, and environmental mitigation measures, such as wetland creation, must be





included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

[http://www.coloradodot.info/business/designsupport/bulletins\\_manuals](http://www.coloradodot.info/business/designsupport/bulletins_manuals)

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with CDOT specialty units, please contact Josie Hadley at (970) 888-4006.

Sincerely,

Heather Paddock  
Region 4 Transportation Director

HP:dmm

cc: Dan Marcucci, R4 PE II

Josie Hadley, R4 Planning Manager

James Eussen, R4 Environmental & Planning Manager

Whitney Holcombe, R4 STIP Technician

Jan Rowe, R4 Transit Liaison





March 4, 2022

Sarah Grant  
Transportation Manager  
City and County of Broomfield  
1 DesCombes Drive  
Broomfield, CO 80020

RE: CDOT Region 1 Support Request for DRCOG TIP Regional Call FY22-FY25

Dear Ms. Grant,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City and County of Broomfield application for the DRCOG Regional FY22-25 TIP Call. This concurrence applies only for the CO-7 Priority 1 Multimodal Preconstruction project, in the event this project is selected by DRCOG as a regional project on or around April/May 2022. If this regional project is awarded DRCOG funds later, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

Based on CDOT's existing priorities and limited funds, CDOT Region 1 can provide \$800,000 of the \$800,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY22-25 TIP Regional Call. If the project is not selected for regional funds, the local agency may submit a new request for CDOT funding contribution for the FY22-25 TIP Subregional Call and it will be considered with other requests at that time. This offer of funding applies only to the Regional Call as described above and not the subsequent Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY22-25, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

This concurrence and funding contribution are conditionally granted based on the scope as described and pending CDOT funding availability. CDOT does however retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your

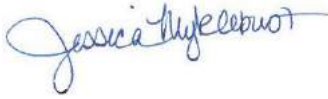


project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

[https://www.codot.gov/business/designsupport/bulletins\\_manuals/2006-local-agency-manual](https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual)

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,



Jessica Myklebust  
CDOT Region 1 Transportation Director



## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

**X 22-25 Regional Call**  22-25 Subregional Call  24-27 Regional Call  24-27 Subregional Call

| APPLICANT INFORMATION   |  |  |  |
|---|--|--|--|
| 1. Who is requesting support? Subregional Forum: <b>Broomfield County Transportation Forum</b><br>Local Agency: <b>City &amp; County of Broomfield</b>  |  |  |  |
| 2. Project Sponsor:<br><b>City &amp; County of Broomfield</b>   | 3. Current Supporting Agency(ies):                                   |  |  |
| 4. Contact Person: Sarah Grant<br>Email: SGrant@broomfield.org  |  | Title: Transportation Manager<br>Phone: 303-438-6385               |  |
| PROJECT DESCRIPTION   |  |  |  |
| 5. Project Title: CO 7 Priority 1 A Multimodal Preconstruction  |  |  |  |
| Project Location: Boulder County, Boulder, Lafayette, Erie, City & County of Broomfield, Thornton, Adams County   |  | Project Limits: (mileposts, intersecting roads, rivers, etc.) vary |  |
| County: Adams, Boulder, Broomfield Counties   | Municipality(ies):<br>Boulder, Lafayette, Erie, Broomfield, Thornton | Project Length: Vary   |  |
| <p>Brief Description of Project:<br/>Project would continue the work begun in the 2020 Preliminary &amp; Environmental Engineering Project to complete design work and pre-construction activities of priority multimodal projects identified in the 2021 CO 7 Corridor Development Plan along the CO-7 corridor to prepare for the construction phase. The scope of the project application will be consistent with the eligibility of the AQ/MM funding source.</p> <p>Boulder Subregion: SIU A and US 287/ CO 7 Intersection<br/>Broomfield Subregion: Lowell Multimodal Intersection and Broomfield Station/Intersection Improvements<br/>Adams Subregion: Holly &amp; Quebec Multimodal Intersection</p> |  |  |  |
| SUPPORT REQUEST   |  |  |  |
| 6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i>  |  |  |  |
| <input checked="" type="checkbox"/> Subregional Forum, Specify: <b>Adams County Subregional Forum</b><br><input type="checkbox"/> Local Agency, Specify:  |  |  |  |
| 7. Type of Support Requested:   |  |  |  |
| <p>Funding support is requested for potential overmatch of projects within the Adams County Subregion. The percent overmatch is related only to project costs within the Adams County subregion for Holly and Quebec intersections. The estimated cost is \$4.7 million</p>   |  |  |  |

Overmatch increases the competitiveness of an application and increases the regional share funding availability for regional share projects.

Requesting 5% overmatch from each CDOT region and additional overmatch from each subregion.

Alternatively, Adams County and Thornton could pursue these projects from the Subregional Call 2

**X Support Only** (strike out edit by "response" contact listed below)

~~X Financial Pledge: X Adams County Subregional Funds: Amount: see options below~~

Overmatch is weighted at 10% of the application score:

If CDOT provides 5% overmatch the Forum can choose to add an additional match at:

Option: 0% from Adams County Subregional Forum overmatch: \$0 (1 points of 5)

Option: 5% overmatch from Adams County Subregional Forum \$235,000 (2 pts of 5)

Option: 25% overmatch from Adams County Subregional Forum: \$1,175,000 (3 pts of 5)

Option: 35% overmatch from Adams County Subregional Forum: \$1,645,000 (4 pts of 5)

● Local (non-DRCOG) Funds: Amount: N/A

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/18/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: **Adams County Subregional Forum** Local Agency:

10. Contact person at supporting forum/agency:

Title: Chris Chovan

Email:

Phone:

720-523-6851

cchovan@adcogov.org

11. Does your subregion/agency support this project?  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

Yes  No  N/A

If yes, provide amount: \$ N/A Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Steve O'Doriso, Chair

Date: 2-25-22

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

**22-25 Regional Call**    22-25 Subregional Call    24-27 Regional Call    24-27 Subregional Call

| APPLICANT INFORMATION  |  |  |  |
|--|--|--|--|
| 1. Who is requesting support? Subregional Forum: <b>Broomfield County Transportation Forum</b><br>Local Agency: <b>City &amp; County of Broomfield</b>   |  |  |  |
| 2. Project Sponsor:<br><b>City &amp; County of Broomfield</b>  | 3. Current Supporting Agency(ies):                                   |  |  |
| 4. Contact Person: Sarah Grant<br>Email: SGrant@broomfield.org   |  | Title: Transportation Manager<br>Phone: 303-438-6385               |  |
| PROJECT DESCRIPTION  |  |  |  |
| 5. Project Title: CO 7 Priority 1 A Multimodal Preconstruction   |  |  |  |
| Project Location: Boulder County, Boulder, Lafayette, Erie, City & County of Broomfield, Thornton, Adams County  |  | Project Limits: (mileposts, intersecting roads, rivers, etc.) vary |  |
| County: Adams, Boulder, Broomfield Counties  | Municipality(ies):<br>Boulder, Lafayette, Erie, Broomfield, Thornton | Project Length: Vary   |  |
| Brief Description of Project:<br>Project would continue the work begun in the 2020 Preliminary & Environmental Engineering Project to complete design work and pre-construction activities of priority multimodal projects identified in the 2021 CO 7 Corridor Development Plan along the CO-7 corridor to prepare for the construction phase. The scope of the project application will be consistent with the eligibility of the AQ/MM funding source.<br><br>Boulder County Subregion: SIU A (28th to Foothills Pkwy) and US 287/ CO 7 Intersection, including the transit “super station” that will be shared by both the CO7 & US287 BRT routes.<br>Broomfield Subregion: Lowell Multimodal Intersection and Broomfield Station/Intersection Improvements<br>Adams Subregion: Holly & Quebec Multimodal Intersection |  |  |  |
| SUPPORT REQUEST  |  |  |  |
| 6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i><br><br><div style="text-align: center;"> <input checked="" type="checkbox"/> Subregional Forum, Specify: <b>Boulder County Subregional Forum</b><br/> <input type="checkbox"/> Local Agency, Specify:                     </div>  |  |  |  |
| 7. Type of Support Requested:<br><br>Funding support is requested for projects within the Boulder County Subregion. This funding is intended for the project costs within the Boulder County subregion for SIU A (28th to Foothills Parkway) and US 287/ CO 7 intersection, including the CO7/US287 shared transit “super station”.  |  |  |  |

Support Only

**X Financial Pledge: X Boulder County Subregional Funds: Amount: \$285,000**

Local (non-DRCOG) Funds: Amount: N/A

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/22/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: **Boulder County** Local Agency:

10. Contact person at supporting forum/agency: Kathleen Bracke

Title: Deputy Director, Email: Phone: 970-219-6765  
Community Planning & [kbracke@bouldercounty.or](mailto:kbracke@bouldercounty.or)  
Permitting - Transportation [g](#)  
Planning

11. Does your subregion/agency support this project? X Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

X Yes  No  N/A

If yes, provide amount: \$285,000 Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

X Subregional Funding Target (forum must approve) Boulder County Subregional Forum approved \$285,000 from the anticipated subregional funding available in Round 2.

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Kathleen Bracke

Date: 3/9/22





Requesting a 5% match from CDOT and 5% local agencies. A total local match is \$115,000. It is proposed the project cost to be shared with Boulder County, Erie, and Lafayette. proportions can be revised

Additional overmatch from CDOT R4 can be calculated, if desired.

Cost can shared out over multiple years, if desired in any year from 2023-2025

Support Only

**X Financial Pledge:**

**X Local (non-DRCOG) Funds:**

**Amount: \$57,500 from Boulder County**

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/22/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?

Subregional Forum: Local Agency: **Boulder County**

10. Contact person at supporting forum/agency: Kathleen Bracke

Title: Deputy Director, Email: Phone: 970-219-6765  
Community Planning & [kbracke@bouldercounty.org](mailto:kbracke@bouldercounty.org)  
Permitting - Transportation g  
Planning

11. Does your subregion/agency support this project? X  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

X  Yes  No  N/A

If yes, provide amount: \$ \$57,500 Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

X  Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Kathleen Bracke

Date: 3/8/22

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

**22-25 Regional Call**    22-25 Subregional Call    24-27 Regional Call    24-27 Subregional Call

| APPLICANT INFORMATION  |  |  |  |
|--|--|--|--|
| 1. Who is requesting support? Subregional Forum: <b>Broomfield County Transportation Forum</b><br>Local Agency: <b>City &amp; County of Broomfield</b>   |  |  |  |
| 2. Project Sponsor:<br><b>City &amp; County of Broomfield</b>  | 3. Current Supporting Agency(ies):                                   |  |  |
| 4. Contact Person: Sarah Grant<br>Email: SGrant@broomfield.org   |  | Title: Transportation Manager<br>Phone: 303-438-6385               |  |
| PROJECT DESCRIPTION  |  |  |  |
| 5. Project Title: CO 7 Priority 1 A Multimodal Preconstruction   |  |  |  |
| Project Location: Boulder County, Boulder, Lafayette, Erie, City & County of Broomfield, Thornton, Adams County  |  | Project Limits: (mileposts, intersecting roads, rivers, etc.) vary |  |
| County: Adams, Boulder, Broomfield Counties  | Municipality(ies):<br>Boulder, Lafayette, Erie, Broomfield, Thornton | Project Length: Vary   |  |
| <p>Brief Description of Project:<br/>Project would continue the work begun in the 2020 Preliminary &amp; Environmental Engineering Project to complete design work and pre-construction activities of priority multimodal projects identified in the 2021 CO 7 Corridor Development Plan along the CO-7 corridor to prepare for the construction phase. The scope of the project application will be consistent with the eligibility of the AQ/MM funding source.</p> <p>Boulder Subregion: SIU A (28th St. to Foothills Parkway) and US 287/ CO 7 Intersection (if desired)<br/>Broomfield Subregion: Lowell Multimodal Intersection and Broomfield Station/Intersection Improvements<br/>Adams Subregion: Holly &amp; Quebec Multimodal Intersection</p> |  |  |  |
| SUPPORT REQUEST  |  |  |  |
| 6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i>   |  |  |  |
| <input type="checkbox"/> Subregional Forum, Specify:<br><input checked="" type="checkbox"/> Local Agency, Specify: <b>City of Boulder</b>  |  |  |  |
| 7. Type of Support Requested:  |  |  |  |
| <p>Funding support is requested for the required local match of SIU A 28th to Foothills Parkway, if agencies agree it is prudent to move forward as part of the application.</p> <p>Requesting a 5% match from CDOT and 5% local agencies.</p>   |  |  |  |

Additional overmatch from CDOT R4 can be calculated if desired.

Cost can be shared out over multiple years, if desired in any year from 2023-2025

Support Only

**X Financial Pledge:**

**X Local (non-DRCOG) Funds:**

**Amount: \$170,000 from City of Boulder**

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/22/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?

Subregional Forum: Local Agency: **City of Boulder**

10. Contact person at supporting forum/agency:

Title: Principal Email: Phone: 303.870.5227  
Transportation Planner sansonj@bouldercolorado.gov

11. Does your subregion/agency support this project?  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?  X  
Yes  No  N/A

If yes, provide amount: \$ 170,000 Fiscal year(s) funds are provided in: 2023-25

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Jean Sanson

Date: March 8, 2022



This form is requesting a share in the 5% from local agencies. Cost for each project local share is proposed to be split between Boulder County, Erie, and Lafayette.

The match is suggested. Agencies can decide amongst each other on how to match projects and share costs.

Cost can be shared out over multiple years, if desired in any year from 2023-2025

Support Only

**X Financial Pledge:**

**X Local (non-DRCOG) Funds:**

**Amount: \$57,500 from City of Lafayette**

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/18/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: US 287/ CO 7 Intersection Local Agency: **City of Lafayette**

10. Contact person at supporting forum/agency: Michelle Melonakis

Title: Transportation  
Engineer

Email: Michelle.Melonakis@lafayetteco.gov

Phone: 3038850213

11. Does your subregion/agency support this project?  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

Yes  No  N/A

If yes, provide amount: \$ 57,500 Fiscal year(s) funds are provided in: split 2023/2024

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Michelle Melonakis

Date: 02/24/2022

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

**X 22-25 Regional Call**    22-25 Subregional Call    24-27 Regional Call    24-27 Subregional Call

| APPLICANT INFORMATION  |  |  |  |
|--|--|--|--|
| 1. Who is requesting support? Subregional Forum: <b>Broomfield County Transportation Forum</b><br>Local Agency: <b>City &amp; County of Broomfield</b>   |  |  |  |
| 2. Project Sponsor:<br><b>City &amp; County of Broomfield</b>  | 3. Current Supporting Agency(ies):                                   |  |  |
| 4. Contact Person: Sarah Grant<br>Email: SGrant@broomfield.org   |  | Title: Transportation Manager<br>Phone: 303-438-6385               |  |
| PROJECT DESCRIPTION  |  |  |  |
| 5. Project Title: CO 7 Priority 1 A Multimodal Preconstruction   |  |  |  |
| Project Location: Boulder County, Boulder, Lafayette, Erie, City & County of Broomfield, Thornton, Adams County  |  | Project Limits: (mileposts, intersecting roads, rivers, etc.) vary |  |
| County: Adams, Boulder, Broomfield Counties  | Municipality(ies):<br>Boulder, Lafayette, Erie, Broomfield, Thornton | Project Length: Vary   |  |
| <p><b>Brief Description of Project:</b><br/>Project would continue the work begun in the 2020 Preliminary &amp; Environmental Engineering Project to complete design work and pre-construction activities of priority multimodal projects identified in the 2021 CO 7 Corridor Development Plan along the CO-7 corridor to prepare for the construction phase. The scope of the project application will be consistent with the eligibility of the AQ/MM funding source.</p> <p>Boulder Subregion: SIU A and US 287/ CO 7 Intersection<br/>Broomfield Subregion: Lowell Multimodal Intersection and Broomfield Station/Intersection Improvements<br/>Adams Subregion: Holly &amp; Quebec Multimodal Intersection</p> |  |  |  |
| SUPPORT REQUEST  |  |  |  |
| 6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i>   |  |  |  |
| <input type="checkbox"/> Subregional Forum, Specify:<br><input checked="" type="checkbox"/> Local Agency, Specify: <b>Town of Erie</b>   |  |  |  |
| 7. Type of Support Requested:  |  |  |  |
| Funding support is requested for the required local match of projects for projects related to Lafayette, which includes:   |  |  |  |
| 1. Multimodal design at CO-7/ US 287. Design is estimated at \$2.3 million (if agencies agree to move forward)   |  |  |  |

2. Multimodal design at Lowell/Bonanza estimated at \$1.3 million
3. Multimodal, transit station and related intersection design in Broomfield in the vicinity of east of Sheridan estimated at \$2.3m

A 5% non-federal match has been requested from CDOT.

This form is requesting a share in the 5% from local agencies. Cost for each project local share is proposed to be split between agencies that may most directly benefit from the improvements

The match is suggested. Agencies can decide amongst each other on how to match projects and share costs.

Cost can be shared out over multiple years, if desired, in any year from 2023-2025

Support Only

**Financial Pledge:**

**Local (non-DRCOG) Funds:**

**Amount: \$86,250 from the Town of Erie**

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/18/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: Boulder County      Local Agency: Town of Erie

10. Contact person at supporting forum/agency: David Pasic

Title: Town Engineer

Email: dpasic@erieco.gov

Phone: 303-319-9446

11. Does your subregion/agency support this project?  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

Yes  No  N/A

If yes, provide amount: \$86,250      Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Malcolm Flemming

Date: 3/1/2022

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

**22-25 Regional Call**    22-25 Subregional Call    24-27 Regional Call    24-27 Subregional Call

| APPLICANT INFORMATION   |  |  |  |
|---|--|--|--|
| 1. Who is requesting support? Subregional Forum: <b>Broomfield County Transportation Forum</b><br>Local Agency: <b>City &amp; County of Broomfield</b>  |  |  |  |
| 2. Project Sponsor:<br><b>City &amp; County of Broomfield</b>   | 3. Current Supporting Agency(ies):                                   |  |  |
| 4. Contact Person: Sarah Grant<br>Email: SGrant@broomfield.org  |  | Title: Transportation Manager<br>Phone: 303-438-6385               |  |
| PROJECT DESCRIPTION   |  |  |  |
| 5. Project Title: CO 7 Priority 1 A Multimodal Preconstruction  |  |  |  |
| Project Location: Boulder County, Boulder, Lafayette, Erie, City & County of Broomfield, Thornton, Adams County   |  | Project Limits: (mileposts, intersecting roads, rivers, etc.) vary |  |
| County: Adams, Boulder, Broomfield Counties   | Municipality(ies):<br>Boulder, Lafayette, Erie, Broomfield, Thornton | Project Length: Vary   |  |
| Brief Description of Project:<br>Project would continue the work begun in the 2020 Preliminary & Environmental Engineering Project to complete design work and pre-construction activities of priority multimodal projects identified in the 2021 CO 7 Corridor Development Plan along the CO-7 corridor to prepare for the construction phase. The scope of the project application will be consistent with the eligibility of the AQ/MM funding source.<br><br>Boulder Subregion: SIU A and US 287/ CO 7 Intersection<br>Broomfield Subregion: Lowell Multimodal Intersection and Broomfield Station/Intersection Improvements<br>Adams Subregion: Holly & Quebec Multimodal Intersection |  |  |  |
| SUPPORT REQUEST   |  |  |  |
| 6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i><br><br><input type="checkbox"/> Subregional Forum, Specify:<br><input checked="" type="checkbox"/> Local Agency, Specify: <b>City of Brighton</b>  |  |  |  |
| 7. Type of Support Requested:<br><br>No funding support is requested.<br><br><b>X Support Only</b><br><br><input type="checkbox"/> Financial Pledge: \$0  |  |  |  |



8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/18/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: Adams County                      Local Agency: Christopher Montoya

10. Contact person at supporting forum/agency:

Title: Assistant Director of  
Public Works

Email: cmontoya@brightonco.gov

Phone: 303-655-2037

11. Does your subregion/agency support this project?  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

Yes  No  N/A

If yes, provide amount: \$                      Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Christopher Montoya

Date: March 11, 2022

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form.

**X 22-25 Regional Call**  22-25 Subregional Call  24-27 Regional Call  24-27 Subregional Call

| APPLICANT INFORMATION   |  |  |  |
|---|--|--|--|
| 1. Who is requesting support? Subregional Forum: <b>Broomfield County Transportation Forum</b><br>Local Agency: <b>City &amp; County of Broomfield</b>  |  |  |  |
| 2. Project Sponsor:<br><b>City &amp; County of Broomfield</b>   | 3. Current Supporting Agency(ies):                                   |  |  |
| 4. Contact Person: Sarah Grant<br>Email: SGrant@broomfield.org  |  | Title: Transportation Manager<br>Phone: 303-438-6385               |  |
| PROJECT DESCRIPTION   |  |  |  |
| 5. Project Title: CO 7 Priority 1 A Multimodal Preconstruction  |  |  |  |
| Project Location: Boulder County, Boulder, Lafayette, Erie, City & County of Broomfield, Thornton, Adams County   |  | Project Limits: (mileposts, intersecting roads, rivers, etc.) vary |  |
| County: Adams, Boulder, Broomfield Counties   | Municipality(ies):<br>Boulder, Lafayette, Erie, Broomfield, Thornton | Project Length: Vary   |  |
| Brief Description of Project:<br>Project would continue the work begun in the 2020 Preliminary & Environmental Engineering Project to complete design work and pre-construction activities of priority multimodal projects identified in the 2021 CO 7 Corridor Development Plan along the CO-7 corridor to prepare for the construction phase. The scope of the project application will be consistent with the eligibility of the AQ/MM funding source.<br><br>Boulder Subregion: SIU A and US 287/ CO 7 Intersection<br>Broomfield Subregion: Lowell Multimodal Intersection and Broomfield Station/Intersection Improvements<br>Adams Subregion: Holly & Quebec Multimodal Intersection |  |  |  |
| SUPPORT REQUEST   |  |  |  |
| 6. Based on who is requesting support (see #1), whom are you are requesting support from? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i><br><br><input type="checkbox"/> Subregional Forum, Specify:<br><input checked="" type="checkbox"/> Local Agency, Specify: <b>City of Thornton</b>  |  |  |  |
| 7. Type of Support Requested:<br><br>Funding support is requested for potential overmatch of projects within the Adams County Subregion. The percent overmatch is related only to project costs within the Adams County subregion for Holly and Quebec intersections. The estimated project total is \$4.7 million  |  |  |  |

Requesting a 5% non-federal match from CDOT and 5% local agencies. Cost for each project local share is proposed to be split equally between Adams and Thornton

Alternatively, Adams County and Thornton could pursue these projects from the Subregional Call 2.

Cost can be shared out over multiple years, if desired in any year from 2023-2025

Support Only

**X Financial Pledge:**

**X Local (non-DRCOG) Funds:**

**Amount: \$117,500 from City of Thornton (if Adams County also provides match)**

**\$235,000 if Adams County does not provide a local match**

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Sarah Grant, Broomfield  
Transportation Manager

Date: 2/18/2022

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: Local Agency: City of Thornton

10. Contact person at supporting forum/agency:

Title: Regional  
Transportation  
Engineer

Email: kent.moorman@ThorntonCO.gov

Phone: 303-538-7593

11. Does your subregion/agency support this project? X Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?

X Yes  No  N/A

If yes, provide amount: \$235,000 Fiscal year(s) funds are provided in: FY 2023

If yes, where are funds coming from:

X Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Kent Moorman

Date: March 10, 2022